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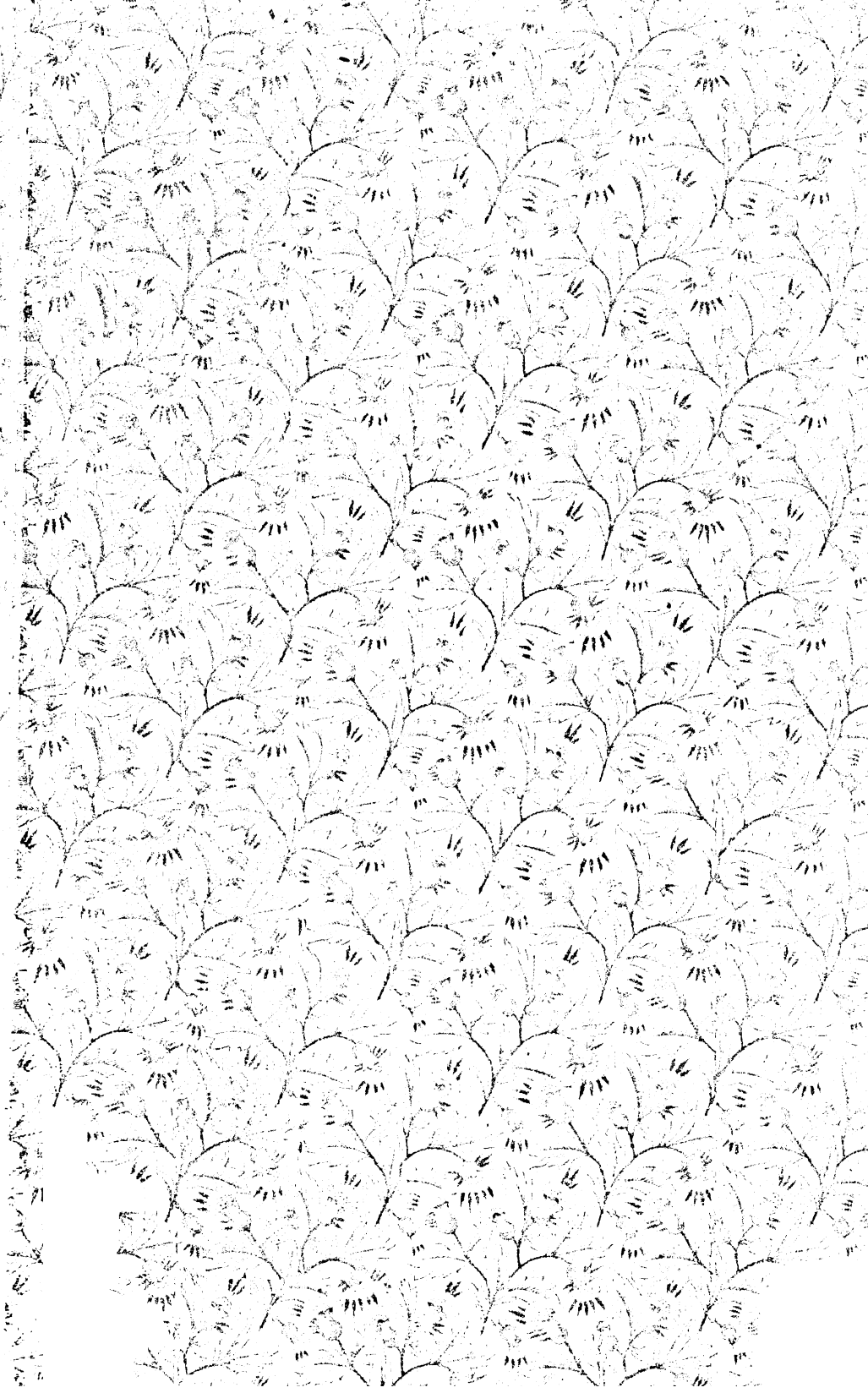
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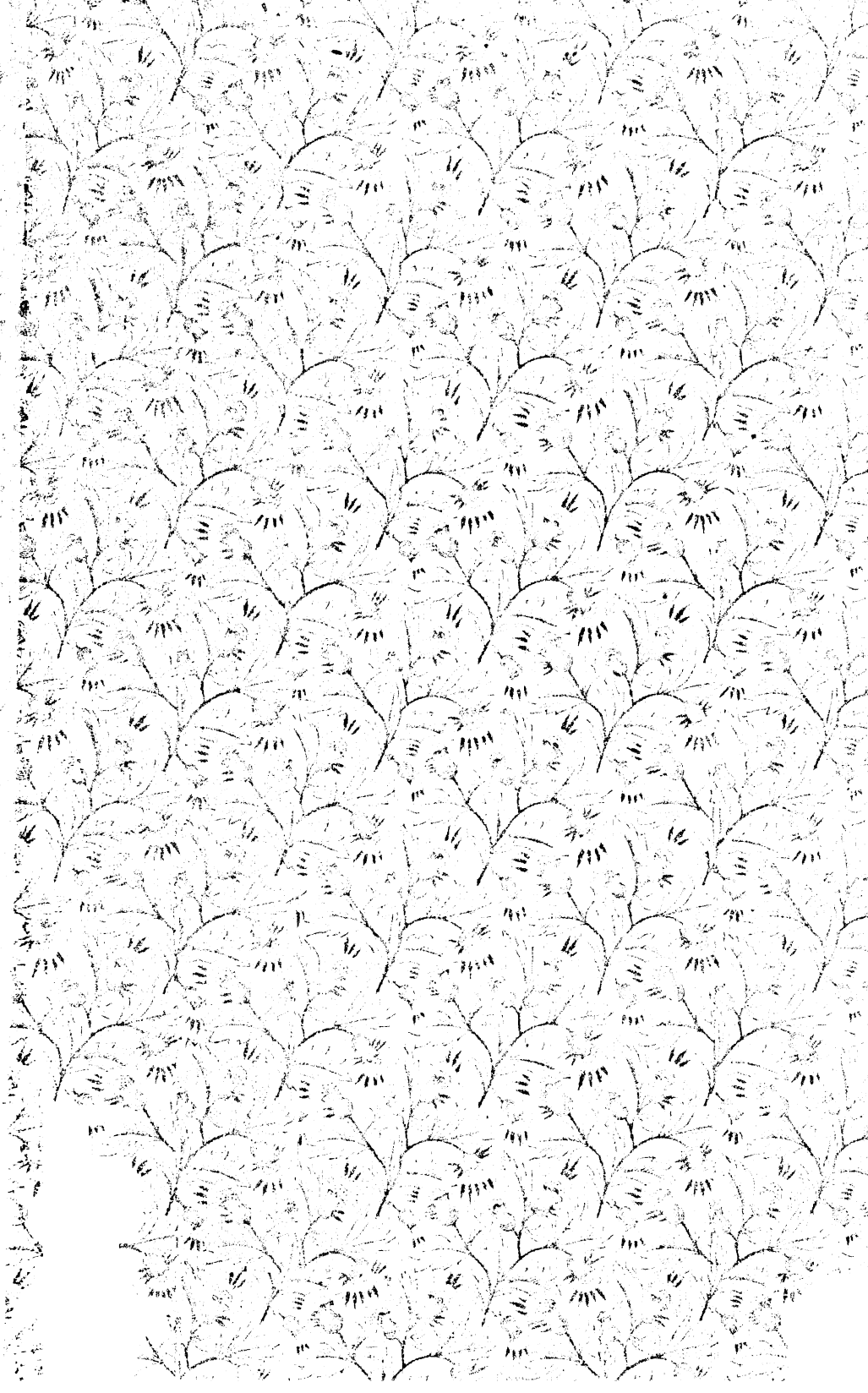
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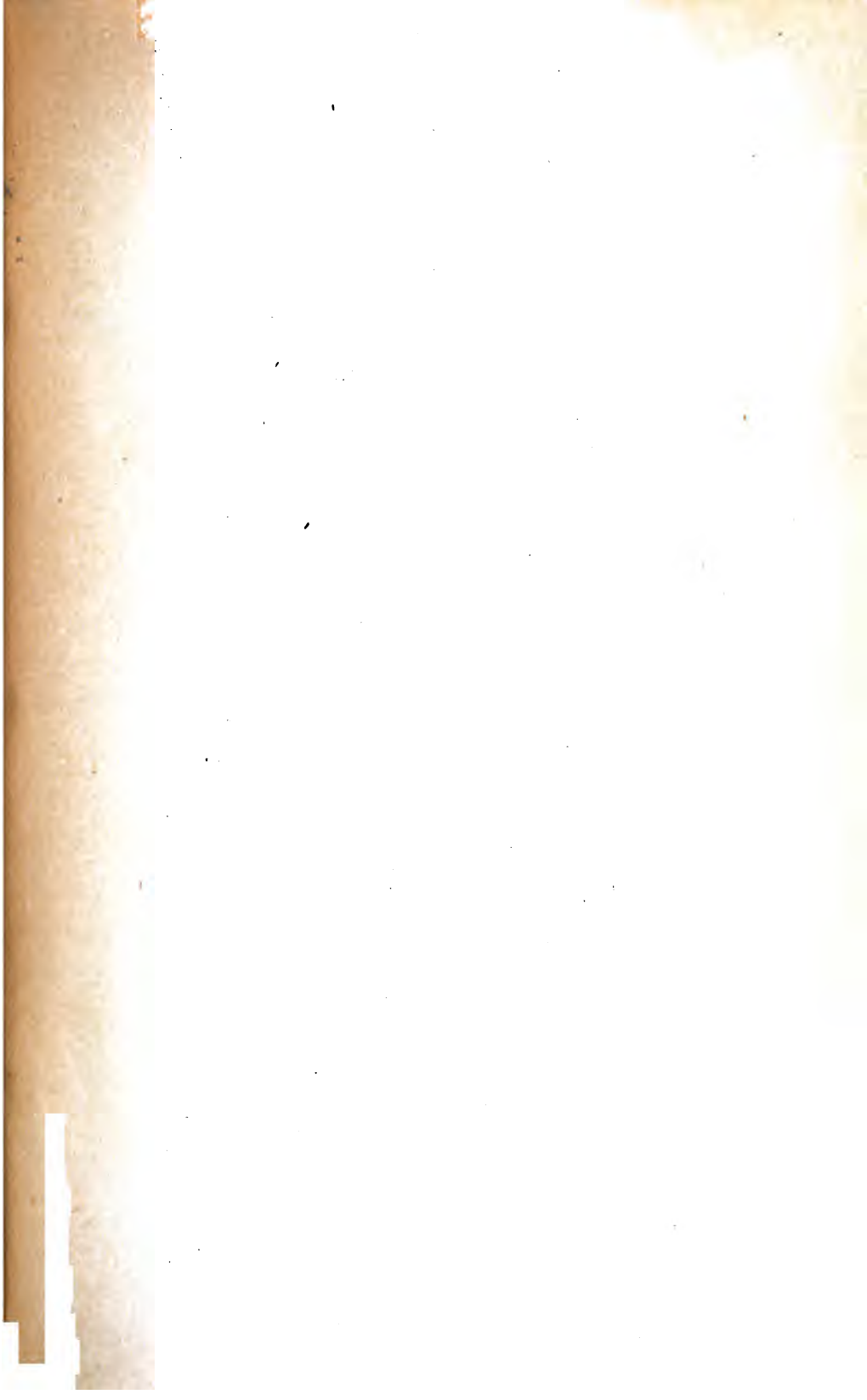


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20684.  
ANNUAL STATEMENTS 13

OF THE

# Railroad & Canal Companies

OF THE

STATE OF NEW JERSEY,-  
Comptroller of the Treasury

TOGETHER WITH THE

REPORT OF THE STATE DIRECTOR OF THE UNITED NEW  
JERSEY RAILROAD AND CANAL COMPANY,

FOR THE YEAR

1882.

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JERSEY CITY, N. J.:  
PRINTED BY M. MULLONE.  
1883.



H. 4863.

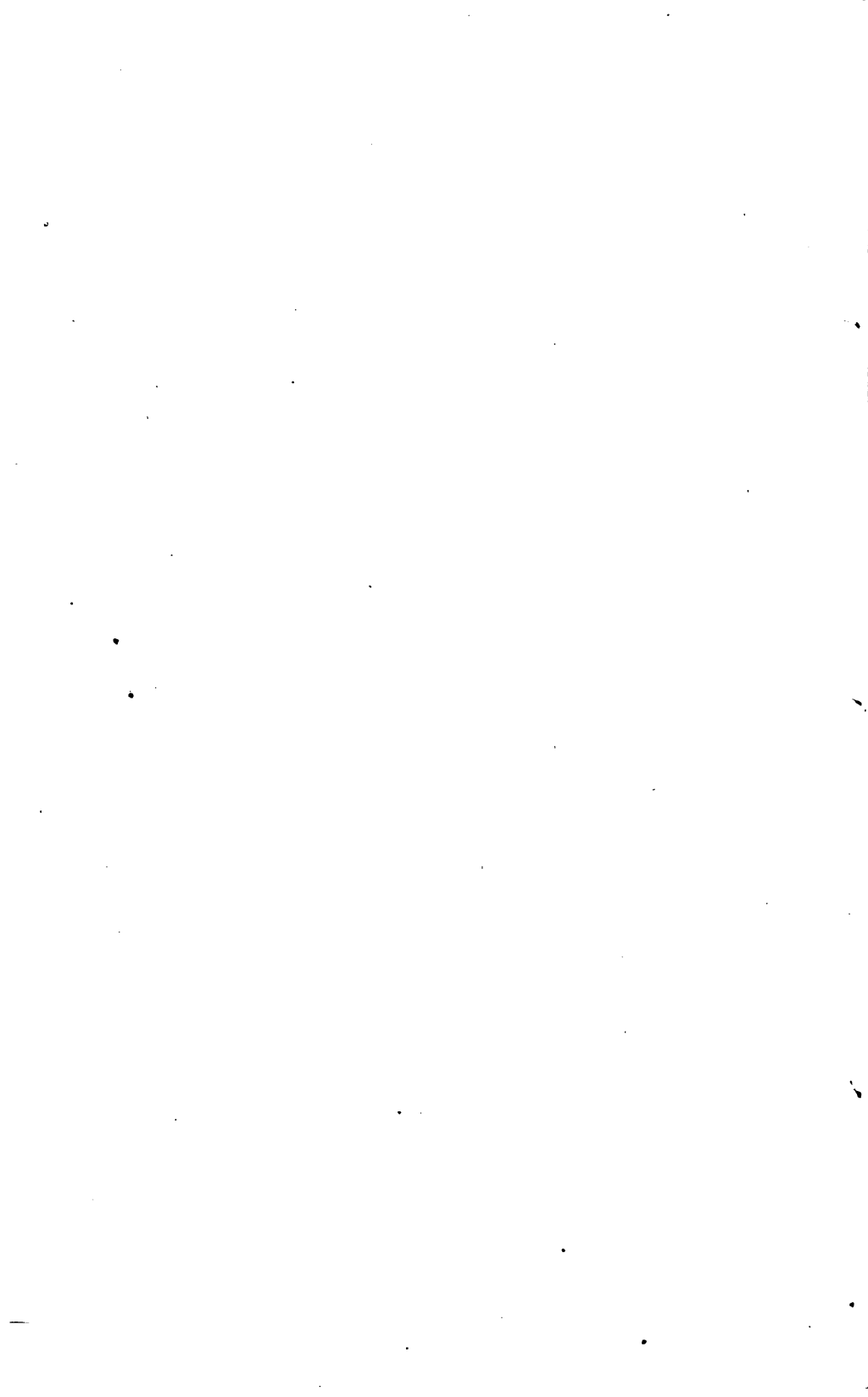
STATE OF NEW JERSEY,  
OFFICE OF THE COMPTROLLER OF THE TREASURY, }  
TRENTON, March 1st, 1883.

*To the Senate and General Assembly :*

I have the honor to lay before you the report and statements of the State Director of the United New Jersey Railroad and Canal Company for the year 1882, and such reports of Railroad and Canal Companies for that year as have been received at this office.

Very respectfully,

E. J. ANDERSON,  
Comptroller.



## REPORT OF THE STATE DIRECTOR OF THE UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

---

*To the Governor of the State of New Jersey :*

SIR—On behalf of the State, as Director of the United New Jersey Railroad and Canal Company, I herewith transmit statements furnished by the Pennsylvania Railroad Company, lessee, of the operation of the first-named company for the year ending December 31st, 1882. For the amount received by the State for its interest in the United New Jersey Railroad and Canal Company, I would respectfully refer you to the report of the State Treasurer.

I beg leave to say additionally in submitting this report, that the progress made by Pennsylvania Railroad Company as lessee in the enlargement of facilities for travel and transportation, alluded to in my last report, continues with unabated vigor. The main line road-bed is now, on the original double track, more nearly perfect than ever, and the two supplemental tracks, being added to comply with the ever-increasing demand upon the carrying capacity of this company, are being laid as rapidly as possible and consistent with correct business principles. In another year, according to present indications, the main line will be equipped with four almost or quite continuous tracks between the cities of New York and Philadelphia. The reduction of time, mentioned in the report for 1881, has so far progressed that the minimum may be said to be nearly reached; no means available and no expense necessary being withheld to perfect this connecting link between the two great cities of the continent.

While such studious and constant attention has been given to the main line, the divisions and sub-divisions have not been neglected; on the contrary, the improvements to these have been, in comparative degree, as marked as they have been anywhere, and these links are as nearly perfect in their operation and connections as those of the continuous route. It is hardly necessary to repeat what I have heretofore said of the admirable management and operation of this company. But it is a gratification to reiterate what I have said in

my former reports in regard to the character and efficiency of the employes of this company. Their skill and knowledge, under the vigilant and effective system of the company, are not only increased, but the evidence of it is manifest to the traveling and business public, all of which it gives me pleasure to endorse.

Respectfully,

CHARLES A. BUTTS,

State Director.

Camden, N. J., February 2d, 1883.

# STATEMENTS.

*The report for the United New Jersey Railroad and Canal Company  
includes the following lines :*

## MAIN LINE—NEW YORK DIVISION—NEW YORK TO MANTUA.

|  | Miles<br>in Length. | Miles<br>in Length. |
|--|---------------------|---------------------|
| Hudson River Ferries.....              | 1.0                 |                     |
| New Jersey Railroad.....               | 33.64               |                     |
| Camden and Amboy Railroad Branch.....  | 23.02               |                     |
| Trenton Bridge.....                    | 0.2                 |                     |
| Philadelphia and Trenton Railroad..... | 23.7                |                     |
| Connecting Railways.....               | 6.7                 |                     |
|  |                     | 88.26               |

## BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE— NEW YORK DIVISION.

|                                    |      |       |
|------------------------------------|------|-------|
| Harsimus Branch.....               | 1.5  |       |
| Center Street, Newark, Branch..... | 1.4  |       |
| Bonhampton Branch.....             | 1.9  |       |
| Princeton Branch.....              | 3.0  |       |
| Millham cut-off, Trenton.....      | 1.1  |       |
| Tioga Branch.....                  | 1.2  |       |
| Kensington Branch.....             | 2.91 |       |
|                                    |      | 13.01 |

## MAIN LINE—AMBOY DIVISION—CAMDEN TO SOUTH AMBOY.

|                                |      |
|--------------------------------|------|
| Camden and Amboy Railroad..... | 61.1 |
|--------------------------------|------|

## BRANCHES WHOSE OPERATIONS ARE INCLUDED IN MAIN LINE— AMBOY DIVISION.

|   |     |      |
|---|-----|------|
| Monmouth Junction to Jamesburg.....       | 5.5 |      |
| Trenton Branch.....                       | 6.1 |      |
| Florence Branch.....                      | 2.1 |      |
|   |     | 13.7 |
| Perth Amboy and Woodbridge Railroad.....  |     | 6.4  |
| Millstone and New Brunswick Railroad..... |     | 6.6  |
| Rocky Hill and Kingston Railroad.....     | 2.4 |      |
| Monmouth Junction to Kingston.....        | 4.2 |      |
|   |     | 6.6  |

## RAILROAD AND CANAL REPORTS.

|   | Miles<br>in Length. | Miles<br>in Length. |
|---|---------------------|---------------------|
| Frankford and Holmesburg Railroad.....            | 4.2                 |                     |
| Freehold and Jamesburg Agricultural Railroad..... | 27.8                |                     |
| Pemberton and Hightstown Railroad.....            | 24.5                |                     |
| Pemberton and Sea Shore Railroad.....             | 17.9                |                     |
| Columbus, Kinkora and Springfield.....            | 14.2                |                     |
| Burlington and Mt. Holly Railroad.....            | 7.1                 |                     |
| Camden and Burlington County Railroad.....        | 22.5                |                     |
| Mt. Holly, Lumberton and Medford.....             | 6.2                 |                     |
| Vincentown Branch Railroad.....                   | 2.8                 |                     |
| Belvidere Delaware Railroad.....                  | 67.5                |                     |
| Flemington Railroad.....                          | 11.7                |                     |
| Philadelphia and Long Branch Railroad.....        | 27.8                |                     |
|   |                     | <u>234.2</u>        |
| United Railroads of New Jersey Division.....      |                     | <u>429.87</u>       |
| Delaware and Raritan Canal.....                   | 44.0                |                     |
| Delaware and Raritan Canal (Feeder).....          | 22.0                |                     |
|   |                     | <u>66.0</u>         |

*Earnings and Expenses of the United New Jersey Railroad and Canal  
Company for the year ending December 31st, 1882.*

## RAILROADS.

|                      |                |                        |
|----------------------|----------------|------------------------|
| From Passengers..... | \$5,251,264 99 |                        |
| Freights.....        | 7,549,962 68   |                        |
| Express matter.....  | 324,420 52     |                        |
| Mails.....           | 188,311 44     |                        |
| Miscellaneous.....   | 364,080 77     |                        |
|                      |                | <u>\$13,678,040 40</u> |
| Working expenses..   |                | <u>9,874,314 08</u>    |
| Net earnings.....    |                | <u>\$3,803,726 32</u>  |

## DELAWARE AND RARITAN CANAL.

|                          |            |                       |
|--------------------------|------------|-----------------------|
| From Tolls on boats..... | \$5,080 44 |                       |
| Tolls on lading.....     | 381,750 97 |                       |
| Steam towing.....        | 140,169 61 |                       |
| Miscellaneous.....       | 26,416 68  |                       |
|                          |            | <u>\$553,417 70</u>   |
| Total earnings.....      |            | <u>\$553,417 70</u>   |
| Working expenses.....    |            | <u>294,780 13</u>     |
| Net earnings.....        |            | <u>258,637 57</u>     |
|                          |            | <u>\$4,062,363 89</u> |



## RAILROAD AND CANAL REPORTS.

9

*Statements of Amounts received during 1882 by the Treasurer of the Pennsylvania Railroad Company, from Investments of the United New Jersey Railroad and Canal Company.*

## DIVIDENDS ON STOCKS.

|   |             |             |
|---|-------------|-------------|
| Dividends—West Jersey Railroad Company, September.....        |             | \$20,085 45 |
| Camden and Philadelphia Steamboat Ferry Company, January..... | \$7,012 00  |             |
| Camden and Philadelphia Steamboat Ferry Company, July.....    | 7,012 00    |             |
|   | <hr/>       | 14,024 00   |
| Camden and Burlington County Railroad Company, January.....   | \$5,709 00  |             |
| Camden and Burlington County Railroad Company, July.....      | 5,709 00    |             |
|   | <hr/>       | 11,418 00   |
| Pemberton and Hightstown Railroad Company, January.....       | \$90 00     |             |
| Pemberton and Hightstown Railroad Company, July.....          | 90 00       |             |
|   | <hr/>       | 180 00      |
| Paterson and Ramapo Railroad Company, January.....            | \$337 50    |             |
| Paterson and Ramapo Railroad Company, July.....               | 337 50      |             |
|   | <hr/>       | 675 00      |
| Newark Plank Road Company, January.....                       | \$12,660 00 |             |
| Newark Plank Road Company, June.....                          | 7,912 50    |             |
| Newark Plank Road Company, December.....                      | 9,495 00    |             |
|   | <hr/>       | 30,067 50   |
| Newark and New York Railroad Company, January.....            | \$1,638 00  |             |
| Newark and New York Railroad Company, July.....               | 1,638 00    |             |
|   | <hr/>       | 3,276 00    |
| Mt. Holly and Moorestown Turnpike Company, May.....           |             | 207 00      |

## INTEREST ON BONDS.

|  |            |          |
|--|------------|----------|
| Interest—On Orange and Newark Horse Car Railroad Company, May..... | \$1,295 00 |          |
| On Orange and Newark Horse Car Railroad Company, November.....     | 1,295 00   |          |
|  | <hr/>      | 2,590 00 |
| On Frankford and Holmesburg Railroad Company, January.....         | \$1,400 00 |          |
| On Frankford and Holmesburg Railroad Company, July.....            | 1,400 00   |          |
|  | <hr/>      | 2,800 00 |

|  |            |                   |
|--|------------|-------------------|
| Interest—On Freehold and Jamesburg Agricultural Railroad Company, January..... | \$3,198 00 |                   |
| On Freehold and Jamesburg Agricultural Railroad Company, July.....             | 3,198 00   |                   |
|  |            | <u>\$6,396 00</u> |

## INTEREST ON BONDS AND MORTGAGES.

|  |            |                     |
|--|------------|---------------------|
| Interest—On George T. Mills' bond..... | 78 00      |                     |
| Rents received during 1882.....        | 155,129 67 |                     |
|  |            | <u>\$246,926 62</u> |

*Statement of Amounts Paid and Received during 1882 by the Treasurer of the Pennsylvania Railroad Company, on account of Dividends, Interest, Rents, &c., United New Jersey Railroad and Canal Company.*

## PAYMENTS.

|   |                |                       |
|---|----------------|-----------------------|
| Dividend, United New Jersey Railroad and Canal Company.....   | \$2,109,040 00 |                       |
| Dividend, Philadelphia and Trenton Railroad Company...  | 49,410 00      |                       |
|   |                | <u>\$2,158,450 00</u> |
| Interest on New Jersey loans.....   | 1,193,996 96   |                       |
| Organization, salaries, &c.....   | 11,500 00      |                       |
| Dividends and interest on stocks and bonds of branch roads.....   | 128,902 50     |                       |
| Tax to State of Pennsylvania on Philadelphia and Trenton Railroad....   | 4,785 50       |                       |
| Interest on mortgages and ground rents.....   | 74,372 87      |                       |
| Transit duties.....   | 298,128 98     |                       |
| Rentals of leased roads (including interest on equipment Belvidere Delaware Railroad, \$34,905.57; and Freehold and Jamesburg Agricultural Railroad, \$7,903.56; interest, mortgage and ground rent, \$500).. | 747,778 74     |                       |
| Rents paid.....   | 230,153 81     |                       |
|   |                | <u>\$4,848,049 16</u> |
| Special tax—Jersey City.....  | 30,000 00      |                       |
|   |                | <u>\$4,878,049 16</u> |

## RECEIPTS.

|   |            |                       |
|---|------------|-----------------------|
| Deduct amount received from investments and rents United New Jersey Railroad and Canal Company..... | 246,926 62 |                       |
|   |            | <u>\$4,631,122 54</u> |

*Statements of Amounts Charged and Credited to "Construction," "Real Estate" and "Harsimus Cove," on Account of Permanent Improvements on the United Railroads of New Jersey, from January 1st, 1872, to January 1st, 1883:*

## COST OF CONSTRUCTION.

Dr.

|   |                       |
|---|-----------------------|
| To Amount expended to close of year 1879, as per previous statements..... | \$5,184,247 64        |
| Amount expended during 1880.....  | \$98,039 57           |
| Amount expended during 1881.....  | 636,382 91            |
| Amount expended during 1882.....  | 471,165 37            |
|   | <u>1,205,587 85</u>   |
|   | <u>\$6,389,835 49</u> |

Cr.

|  |                     |
|--|---------------------|
| By proceeds from sale of bonds, material and other property..... | 5,980,504 25        |
| Debit balance January 1st, 1883.....                             | <u>\$409,331 24</u> |

## REAL ESTATE.

Dr.

|   |                       |
|---|-----------------------|
| To Amount expended to close of year 1879, as per previous statements..... | \$810,192 86          |
| Amount expended during 1880.....  | \$81,249 38           |
| Amount expended during 1881.....  | 108,421 41            |
| Amount expended during 1882.....  | 80,844 09             |
|   | <u>270,514 88</u>     |
|   | <u>\$1,080,707 74</u> |

Cr.

|   |                     |
|---|---------------------|
| By Proceeds from sale of real estate..... | 394,442 43          |
| Debit balance January 1st, 1883.....      | <u>\$686,265 31</u> |

## HARSIMUS COVE—CONSTRUCTION.

Dr.

|   |                       |
|---|-----------------------|
| To Amount expended to close of year 1879, as per previous statements..... | \$1,562,166 86        |
| Amount expended during 1880.....  | \$563,605 02          |
| Amount expended during 1881.....  | 111,808 68            |
| Amount expended during 1882.....  |                       |
|   | <u>675,413 70</u>     |
|   | <u>\$2,237,580 56</u> |

Cr.

|   |                     |
|---|---------------------|
| By Proceeds from sale of buildings and materials.....     | \$1,368 49          |
| United New Jersey Railroad and Canal Company's Stock..... | 2,175,717 00        |
|   | <u>2,177,085 49</u> |
| Debit balance January 1st, 1883.....                      | <u>\$60,495 07</u>  |

## HARSIMUS COVE—RIGHT OF WAY AND REAL ESTATE.

*Dr.*

|   |                   |                    |
|---|-------------------|--------------------|
| To Amount expended to close of year 1879, as per previous statements..... | \$564,581 88      |                    |
| Amount expended during 1880.....  | \$60,001 12       |                    |
| Amount expended during 1881.....  | 50,000 00         |                    |
| Amount expended during 1882.....  | 37,008 45         |                    |
|   | <u>147,009 57</u> | \$711,591 45       |
| <i>Cr.</i>  |                   |                    |
| By Proceeds from sale of buildings and materials.....                     | \$300 00          |                    |
| United New Jersey Railroad and Canal Company's stock.....                 | 624,283 00        |                    |
|   |                   | <u>624,583 00</u>  |
| Debit balance January 1st, 1883.....                                      |                   | <u>\$87,008 45</u> |

## SUMMARY.

*Dr.*

|  |                |                      |
|--|----------------|----------------------|
| To Cost of construction.....                     | \$6,389,835 49 |                      |
| Real estate.....                                 | 1,080,707 74   |                      |
| Harsimus Cove, construction.....                 | 2,237,580 56   |                      |
| Harsimus Cove, right of way and real estate..... | 711,591 45     |                      |
|  |                | <u>10,419,715 24</u> |

*Cr.*

|   |                |                       |
|---|----------------|-----------------------|
| By Proceeds from sale of bonds, materials, etc.....       | \$6,376,615 17 |                       |
| United New Jersey Railroad and Canal Company's stock..... | 2,800,000 00   |                       |
|   |                | <u>9,176,615 17</u>   |
|   |                | <u>\$1,243,100 07</u> |

## COST OF CONSTRUCTION FOR THE YEAR 1882.

|  |             |                     |
|--|-------------|---------------------|
| Right of way.....                                | \$85,697 40 |                     |
| Camden engine house.....                         | 27,240 97   |                     |
| Monmouth Junction "Y".....                       | 999 10      |                     |
| Third and fourth tracks.....                     | 261,095 97  |                     |
| New lines.....                                   | 96,131 93   |                     |
|  |             | <u>\$471,165 37</u> |
| Harsimus Cove, right of way and real estate..... | 37,008 45   |                     |
|  |             | <u>\$508,173 82</u> |
| Total cost of construction.....                  |             | \$508,173 82        |
| Real estate.....                                 |             | 80,844 09           |
|  |             | <u>\$589,017 91</u> |

*Statement of Accounts Paid by Treasurer of the Pennsylvania Railroad Company, on Account of Dividends, Interest, &c., for the United New Jersey Railroad and Canal Company, during 1882.*

|  |                |                       |
|--|----------------|-----------------------|
| Dividend, United New Jersey Railroad and Canal Company.. | \$2,109,040 00 |                       |
| Dividend, Philadelphia and Trenton Railroad Company...   | 49,410 00      |                       |
|  |                | <u>\$2,158,450 00</u> |

## RAILROAD AND CANAL REPORTS.

13

|   |              |              |
|---|--------------|--------------|
| Organization, United New Jersey Railroad and Canal Company.....   | \$10,000 00  |              |
| Interest, Joint Companies' Loan, 1883, \$1,700,000, February and August.....                                  | \$102,000 00 |              |
| Interest, Joint Companies' Loan, 1889, \$5,000,000, May and November.....                                     | 300,000 00   |              |
| Interest, Joint Companies' Loan, 1889, \$866,000, June and December .....                                     | 51,960 00    |              |
| Interest, United Companies' Loan, 1888, \$154,000, February and August.....                                   | 9,240 00     |              |
| Interest, United Companies' Gold Loan, 1894, £729,200, March and September.....                               | 212,197 20   |              |
| Interest, United Companies' Registered Loan, 1894, \$2,000,000, April and October.....                        | 120,000 00   |              |
| Interest, United Companies' Gold Loan, 1901, \$5,669,000, March and September.....                            | 340,140 00   |              |
| Interest, United Companies' Registered Gold Loan, 1908, \$841,000, March and September.....                   | 50,460 00    |              |
| Interest, New Jersey Railroad and Transportation Company's Bond to New Jersey, \$100,000, April and October.. | 6,000 00     |              |
|   | <hr/>        | 1,191,997 20 |
| Dividend, Camden and Burlington County Railroad Stock, January and July.....                                  | \$22,915 50  |              |
| Interest, Camden and Burlington County Railroad Bonds, February and August.....                               | 21,000 00    |              |
| Organization, Camden and Burlington County Railroad Company, July.....  | 500 00       |              |
|   | <hr/>        | 44,415 50    |
| Dividend, Pemberton and Hightstown Railroad Stock, January and July.....                                      | \$20,529 00  |              |
| Interest, Pemberton and Hightstown Railroad Bonds, January and July.....                                      | 11,200 00    |              |
| Organization, Pemberton and Hightstown Railroad Company, January and July.....                                | 500 00       |              |
|   | <hr/>        | 32,229 00    |
| Dividend, Vincentown Railroad Stock, January and July.....  |              | 900 00       |
| Interest, Perth Amboy and Woodbridge Railroad Bonds, February and August.....                                 | \$8,000 00   |              |
| Dividend, Perth Amboy and Woodbridge Railroad Stock, January and July.....                                    | 1,632 00     |              |
| Organization, Perth Amboy and Woodbridge Railroad Company .....   | 100 00       |              |
|   | <hr/>        | 7,732 00     |
| Interest, Frankford and Holmesburg Railroad Bonds, January and July..   |              | 3,500 00     |
| Dividend, Millstone and New Brunswick Railroad Stock, February and August.....                                | \$2,865 00   |              |
| Organization, Millstone and New Brunswick Railroad Company, February and August.....                          | 100 00       |              |
|   | <hr/>        | 2,965 00     |

|  |            |             |
|--|------------|-------------|
| Dividend, Mt. Holly, Lumberton and Medford Railroad<br>Stock, April and October.....         | \$5,739 00 |             |
| Interest, Mt. Holly, Lumberton and Medford Railroad<br>Bonds, April and October.....         | 5,250 00   |             |
| Organization, Mt. Holly, Lumberton and Medford Rail-<br>road Company, April and October..... | 200 00     |             |
|  |            | \$11,189 00 |
| Dividend, Rocky Hill and Kingston Railroad Stock,<br>June and December.....                  | \$1,122 00 |             |
| Organization, Rocky Hill and Kingston Railroad Com-<br>pany, June and December.....          | 100 00     |             |
|  |            | 1,222 00    |
| Interest, Pemberton and New York Railroad Bonds, March<br>and September.....                 |            | 26,250 00   |
| Commissions paid J. S. Morgan & Co., London-paying Coupons.....                              |            | 1,999 76    |
| Tax paid State of Pennsylvania on account of Philadelphia and Trenton<br>Railroad.....       |            | 4,765 50    |
| Special Tax, Jersey City.....  |            | 30,000 00   |

## INTEREST ON MORTGAGES AND GROUND RENTS.

|  |             |            |
|--|-------------|------------|
| New York Division.....   | \$71,252 67 |            |
| Amboy Division.....  | 3,120 00    |            |
|  |             | 74,372 67  |
| Transit duty, United Railroad of New Jersey Main Line and Delaware<br>and Raritan Canal..... |             | 298,128 98 |

## RENTALS—LEASED ROADS.

|  |              |            |
|--|--------------|------------|
| Connecting Railway.....  | \$139,992 90 |            |
| Columbus, Kinkora and Springfield Railway.....   | 4,275 58     |            |
| Belvidere Delaware Railroad (including interest on equip-<br>ment, \$34,905.57).....   | 507,513 97   |            |
| Trenton Delaware Bridge Company.....   | 28,000 00    |            |
| Freehold and Jamesburg Agricultural Railroad Company,<br>(including interest on equipment, \$7,903.56, and interest<br>on mortgages and ground rents, \$600..... | 67,996 29    |            |
|  |              | 747,778 74 |

## RENTS.

|  |            |                |
|--|------------|----------------|
| Amount paid on account United Railroads of New Jersey..... | 230,153 81 |                |
|  |            | \$4,878,049 16 |

## RECAPITULATION.

|  |                |                |
|--|----------------|----------------|
| <i>Dr.</i>   |                |                |
| Amount paid on account of dividends, interest, &c..... | \$4,878,049 16 |                |
| <i>Cr.</i>   |                |                |
| Amount received from investments.....                  | 246,926 62     |                |
|  |                | \$4,631,122 54 |

# REPORTS OF RAILROAD COMPANIES.

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## BELVIDERE DELAWARE RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Belvidere Delaware Railroad Company presents the following report for the year ending December 31st, 1882:

|                                   |              |
|-----------------------------------|--------------|
| Capital stock paid in.....        | \$994,000 00 |
| Bonded debt.....                  | 3,444,500 00 |
| Floating debt, special bonds..... | 153,301 77   |

|                                  |                |
|----------------------------------|----------------|
| Cost of road and equipments..... | \$4,247,283 42 |
|----------------------------------|----------------|

The road is leased to the United New Jersey Railroad and Canal Company. The lease is assigned by them to the Pennsylvania Railroad Company at an annual rental of the "surplus of the net earnings, &c., if any, in quarterly payments, on the first days of January, April, July and October, in each and every year during the lease." It is equipped mainly by themselves, and is operated by the Pennsylvania Railroad Company as a part of the Belvidere Division, and the further information required by law is mainly furnished by that Company, and is hereto annexed.

The road extends from Trenton, N. J., to Manunka Chunk, N. J., a distance of sixty-eight miles, where it intersects the Delaware, Lackawanna and Western Railroad.

State of Pennsylvania, Philadelphia County, ss.—Strickland Kneass, being duly sworn, on his oath says, that he is President of the Belvi-

dere Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

STRICKLAND KNEASS.

Sworn and subscribed before me this 3d day of February, A. D. 1883.

HUGH B. ELY,  
M. C. C.

RECEIPTS AND EXPENSES OF BELVIDERE DELAWARE RAILROAD FOR 1882.

|                                    |              |                |
|------------------------------------|--------------|----------------|
| Income from passengers.....        | \$175,717 40 |                |
| Income from freights.....          | 1,086,324 74 |                |
| Income from mails and express..... | 13,374 73    |                |
|                                    | <hr/>        | \$1,275,416 87 |

|  |       |            |
|--|-------|------------|
| Expenditures during the year for working road, including repairs,<br>maintenance of way, motive power and contingencies..... | <hr/> | 763,383 30 |
|--|-------|------------|

|   |       |       |              |
|---|-------|-------|--------------|
| Net earnings Belvidere Delaware Railroad..... | <hr/> | <hr/> | \$512,033 57 |
|---|-------|-------|--------------|

RECEIPTS AND EXPENSES OF FLEMINGTON RAILROAD FOR 1882.

|                             |            |             |
|-----------------------------|------------|-------------|
| Income from passengers..... | \$8,791 44 |             |
| Income from freights.....   | 5,109 25   |             |
| Income from mails.....      | 535 24     |             |
|                             | <hr/>      | \$14,435 93 |

|  |       |           |
|--|-------|-----------|
| Expenditures during the year for working road, including repairs,<br>maintenance of way, motive power and contingencies..... | <hr/> | 20,014 24 |
|--|-------|-----------|

|                                       |       |            |
|---------------------------------------|-------|------------|
| Loss working Flemington Railroad..... | <hr/> | \$5,578 31 |
|---------------------------------------|-------|------------|

|                              |       |       |              |
|------------------------------|-------|-------|--------------|
| Net earnings both roads..... | <hr/> | <hr/> | \$506,455 26 |
|------------------------------|-------|-------|--------------|

|                                    |       |              |
|------------------------------------|-------|--------------|
| Interest payments during year..... | <hr/> | \$263,021 97 |
|------------------------------------|-------|--------------|

ACCIDENTS.

1882.

January 4.—Harry D. Holcombe, brakeman, had hand injured while connecting cars at Trenton. Conductor, Geo. H. Smith; engineman, Milton Johnson; retained in company's employ.

January 21.—John McKenna, was found on the track at Trenton; supposed to have been killed by a passing train.

February 14.—James Totten, conductor, had hand injured while connecting cars at Trenton. Engineman, Wm. W. Johnson; retained in company's employ.



March 15.—Albert T. Stewart, boy, fell under moving coal train at Trenton, and had leg crushed. Conductor, A. E. Heinley; engineer, A. Lerch; retained in company's employ.

April 10.—Andrew Rimenour, a citizen of Belvidere, while standing on car unobserved by the trainmen, had his leg broken between two cars that were being moved. Conductor, Wm. E. Stites; engineman, Amos Cope; retained in company's employ.

May 15.—A man supposed to be James Weilds, of Stillwater, Sussex county, N. J., while walking on track near Harmony, was killed by a passenger train. Conductor, George K. Mellick; engineer, C. Lees; retained in company's employ.

June 6.—William R. Orner, brakeman, had hand injured at Trenton while shifting cars. Conductor, A. F. Spicer; engineman, A. B. Slack; — retained in company's employ.

June 21.—James McCoy was fatally and Michael Martin, slightly, injured by a passenger train while walking on track at Trenton. Conductor, Wm. H. Eichman; engineman, Wm. Massey; retained in company's employ.

June 23—Chas. Q. Carman, brakeman, had foot injured while engaged in shifting at Trenton. Conductor, Alfred Schenck, engineman, Milton Johnson; retained in company's employ. —

July 4.—Timothy McCarty was found lying near a side track at Trenton, with leg crushed; supposed to have been done by a moving train.

August 3.—Jacob B. Bentz, drove in front of an engine at Phillipsburg, and was slightly hurt. Conductor, Charles A. Metzgar; engineman, J. E. Warner; retained in company's employ.

August 7.—Owen Malone, fireman, while riding on passenger train, had arm broken at Phillipsburg by the car in which he was riding being struck by a car standing on siding. Conductor, Wm. H. Eichman; engineman, Wm. C. Massey; retained in company's employ.

August 14.—Edward Hess, boy, while stealing a ride on coal train at Phillipsburg, fell from train and had arm cut off. Conductor, Charles Moyer; engineman, Rudolph Lane; retained in company's employ.

September 15.—Charles Allen, while lying on track at Trenton, was fatally injured by a coal train. Conductor, H. R. Person; engineman, Lambert Sharp; retained in company's employ.

October 24.—Sylvester P. Clymer, brakeman, had hand injured while connecting cars at Lambertville. Conductor, B. Hicks; engineman, Charles Sebold; retained in company's employ.

November 2.—Lewis Whildey, brakeman, had hand injured while connecting cars at Phillipsburg. Conductor, Frank W. Gove; engineman, Edward Montgomery; retained in company's employ.

November 10.—An unknown man while crossing railroad bridge near Carpenterville, in front of passenger train, was struck by the train and killed. Conductor, George K. Mellick; engineman, George Niece; retained in company's employ.

December 5.—Frank Ottenger, brakeman, had ankle crushed while connecting cars at Milford. Conductor, J. D. Dyer; engineman, J. S. Martin; retained in company's employ.

December 14.—Frank Holliday, brakeman, had hand injured while connecting cars at Trenton. Conductor, Smith Leigh; engineman, Frank Terradell; retained in company's employ.

December 15.—Barney Rooney, brakeman, had hand injured while connecting cars at Phillipsburg. Conductor, Benjamin Raub; engineman, Robert O'Hara; retained in company's employ.

## BERGEN COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Bergen County Railroad Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                | \$200,000 00 |
| Bonded debt.....                          | 200,000 00   |
| Cost of road.....                         | 562,074 35   |
| Dividends paid during the year 1882—none. |              |

The road extends from Rutherford to Ridgewood, a distance of ten miles.

It is leased to the New York Lake Erie and Western Railroad Company, at an annual rental of \$24,000.

The particulars of the operations and expenditures have been kept as a part of the general accounts of that company, and cannot be more particularly specified as applied exclusively to the Bergen County Railroad.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company.

State of New York, city and county of New York, ss.—Edmund S. Bowen, being duly sworn, on his oath says, that he is Vice President of the Bergen County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief, as is also the following statement of accidents occurring on the road during 1882.

E. S. BOWEN.

Sworn and subscribed before me this 26th day of February, A. D. 1883.

CHAS. C. MARBLE,

Notary Public, New York City and County.

## ACCIDENTS.

May 9.—Milton W. Craig, brakeman, age 22, at Saddle River, making coupling, not using coupling stick, all proper signals being given; little finger of left hand crushed and amputated. Train 35; Jacob Ramage, conductor; engine 154; Wm. Overton, engineer.

## BLAIRSTOWN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Blairstown Railway Company presents the following report for the year ending December 31st, 1882:

## REMARKS.

The Blairstown Railway Company has been virtually a part and under the control of the New York, Susquehanna and Western Railroad Company for more than a year, and the earnings and operating expenses of said company have been turned in as part of those of the New York, Susquehanna and Western Railroad Company, and no separate account kept. Said Company was, on January 18th, 1883, merged into and consolidated with the New York, Susquehanna and Western Railroad Company, as provided by the statutes in such case made and provided. The articles of consolidation are now on file in the office of the Secretary of State of New Jersey.

New York, Susquehanna and Western Railroad Company, by

J. P. RAFFERTY,

Secretary.

## CAMDEN AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden and Atlantic Railroad Company presents the following report for the year ending December 31st, 1882:

|   |                |
|---|----------------|
| Capital stock paid in.....                            | \$1,258,255 75 |
| Bonded debt.....                                      | 1,320,650 65   |
| Floating debt.....                                    | 109,289 56     |
| Cost of road and equipments.....                      | 2,430,095 41   |
| Dividends paid during the year 1882, and how paid—    |                |
| Four per cent. (cash) on preferred capital stock..... | 34,872 00      |

The road extends from Camden to Atlantic City, a distance of fifty-nine miles.

## RECEIPTS AND EXPENSES FOR 1882.

|  |              |
|--|--------------|
| Income from passengers.....  | \$311,784 77 |
| Income from freight.....   | 107,687 99   |
| Income from other sources.....   | 130,933 03   |
|  | <hr/>        |
|  | \$550,405 79 |
| Expenditures during the year for working road, including repairs, main-<br>tenance of way, motive power and contingencies..... | 360,083 95   |

State of New Jersey, Camden County, ss.—Charles D. Freeman and Daniel M. Zimmerman, being duly sworn, on their oaths say that they are President, and Secretary and Treasurer, of the Camden and Atlantic Railroad Company; and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of their knowledge and belief.

CHAS. D. FREEMAN,

President.

D. M. ZIMMERMAN,

Secretary and Treasurer.

Sworn and subscribed before me this 3d day of February, A. D. 1883.

PETER L. VOORHEES,

Master in Chancery.

## ACCIDENTS.

January 1.—F. Keller got off train at Absecon, and attempting to get on again after train had started, was thrown and struck by car ; slightly injured.

February 3d.—Geo. France, a boy, got on bumper of freight car while unloading, at Atlantic City. When train started, he fell between the rails and was bruised, but no bones broken.

May 27.—Richard Acco, boy, standing on track and not heeding whistle, was struck by pilot and slightly hurt.

June 1.—H. Gifford was caught between cars, while coupling, at Atlantic City, and slightly hurt.

August 2.—Wm. Prout, got off train in motion, in Camden yard, slipped and fell under train. Injured in head and other places, but since recovered.

August 4.—Albert Morton, a boy, stepped in front of express train in Camden and was killed. He did not see train in looking at a freight train on the other track.

August 19.—John Cripps tried to jump on train while shifting, at Atlantic City, but fell and was run over, and died the same night.

August 24.—Isaac Guy tried to get on train at Starrs, while in motion, fell and his foot was crushed. He was intoxicated at the time.

October 16.—James Townsend was caught between cars while coupling and badly injured. He died October 1st.

October 30.—John Burdsall, had his arm crushed while coupling. He is recovering without losing his arm.

# CAMDEN AND BURLINGTON COUNTY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden and Burlington County Railroad Company presents the following report for the year ending December 31st, 1882:

|                            |              |
|----------------------------|--------------|
| Capital stock paid in..... | \$381,925 00 |
| Bonded debt.....           | 350,000 00   |

The road extends from Camden to Mt. Holly, and Burlington to Pemberton, a distance of about thirty miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—John S. Irick, being duly sworn, on his oath says that he is President of the Camden and Burlington County Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN S. IRICK.

Sworn and subscribed before me, this 15th day of February, A. D. 1883.

SAMUEL O. ROSS,

Notary Public.

## RECEIPTS AND EXPENSES FOR 1882.

|   |              |
|---|--------------|
| Income from passengers.....   | \$145,161 11 |
| Income from freight.....  | 40,105 90    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 121,964 90   |

# CAMDEN, GLOUCESTER AND MOUNT EPHRAIM RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden, Gloucester and Mount Ephraim Railway Company presents the following report for the year ending December 31st, 1882:

|                            |              |
|----------------------------|--------------|
| Capital stock paid in..... | \$64,500 00  |
| Bonded debt.....           | 62,100 00    |
| Floating debt.....         | 4,408 00     |
|                            | <hr/>        |
|                            | \$131,008 00 |

|                                  |             |
|----------------------------------|-------------|
| Cost of road and equipments..... | \$81,866 89 |
| No dividends paid during 1882.   |             |

The road extends from Camden to Mount Ephraim, a distance of six miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$16,914 74 |
| Income from freight.....  | 293 83      |
| Expenditures during the year of working road, including repairs, main-<br>tenance of way, motive power and contingencies..... | 15,850 56   |

J. P. MICHELLON,  
President.

State of New Jersey, Camden County, ss.—James P. Michellon, being duly sworn, on his oath says that he is President of the Camden, Gloucester and Mount Ephraim Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

JAMES E. HAYS,  
M. C. C.

Accidents—none.



## CAPE MAY AND SEWELL'S POINT RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Cape May and Sewell's Point Railroad Company presents the following report for the year ending December 31st, 1882:

|   |             |
|---|-------------|
| Capital stock paid in.....                              | \$30,000 00 |
| Cost of road and equipments.....                        | 40,000 00   |
| Dividends paid during the year 1882, and how paid—none. |             |

The road extends from Cape May City to Sewell's Point, a distance of three miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |            |
|---|------------|
| Income from freight.....  | \$4,600 00 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 2,500 00   |

State of New Jersey, Cape May County, ss.—Downs Edmunds, being duly sworn, on his oath says that he is President of the Cape May and Sewell's Point Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

DOWNES EDMUNDS.

Sworn and subscribed before me, this 18th day of January, A. D. 1883.

HERBERT M. EDMUNDS,

M. C. C.

Accidents—none.

## CENTRAL RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Receiver of the Central Railroad Company of New Jersey presents the following report for the year ending December 31st, 1882 :

|  |                     |
|--|---------------------|
| Capital stock.....                                 | \$18,563,200 00     |
| Funded debt.....                                   | 38,755,950 00       |
| Other indebtedness.....                            | \$3,341,082 28      |
| Less cash, bills and accounts receivable, etc..... | <u>1,216,394 87</u> |
|  | 2,124,687 41        |

|  |                   |
|--|-------------------|
| Railroad, main stem, Newark branch and Perth Amboy branch..... | \$13,985,124 61   |
| Jersey City station.....                                       | 1,315,805 50      |
| Port Johnston coal station.....                                | 601,768 66        |
| Elizabethport station and Constable Hook wharf.....            | 475,612 29        |
| Station-houses, shops, etc.....                                | <u>824,850 42</u> |
|  | \$17,203,161 48   |

|                        |                |
|------------------------|----------------|
| Equipment of road..... | \$5,106,660 00 |
|------------------------|----------------|

## EARNINGS.

|                                |                   |
|--------------------------------|-------------------|
| Passengers.....                | \$1,720,206 70    |
| Merchandise.....               | 1,920,346 61      |
| Coal.....                      | 2,382,711 31      |
| Mail, express, rents, etc..... | 109,360 54        |
| Miscellaneous.....             | <u>327,530 17</u> |
|                                | \$6,460,155 33    |

## EXPENSES.

|                              |                   |
|------------------------------|-------------------|
| Maintenance of way.....      | \$524,519 07      |
| Transportation expenses..... | 3,077,260 55      |
| General expenses.....        | <u>163,555 98</u> |
|                              | 3,765,335 60      |

|                           |                |
|---------------------------|----------------|
| Balance net earnings..... | \$2,694,819 73 |
|---------------------------|----------------|

State of New York, New York County and City, ss.—Henry S. Little, being duly sworn, on his oath says that he is Receiver of the

Central Railroad of New Jersey, and that the foregoing statement and the annexed statement of accidents on the road during the year 1882 are correct and true, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

ACCIDENTS FOR 1882.

January 9.—An unknown Italian while walking on track on west end of Bay draw, was struck by engine No. 92, of train No. 76. Collar bone broke and face cut. Theo. Little, conductor; S. Wernier, engineer.

January 27.—Young man, Welsh, of South Amboy, attempting to board train No. 1, on Freehold and New York Railroad, below Matawan, slipped and fell, train passing over leg. F. S. Higgins, express agent.

February 1.—Isaac Bogart, an employe at Hampton coal shute, received injuries (necessitating amputation of the right arm above the shoulder), while walking on trestle as engine No. 67 was shifting cars on the same. H. Fenwick, conductor; Wm. Rex, engineer.

February 20.—Brakeman William McCall, of train No. 174, came in contact with overhead bridge west of Fanwood station and had his skull fractured. (Dr. says not seriously.) He was standing on top of box car. John Long, conductor; Wm. C. Rhodes, engineer.

February 22.—Brakeman Louis Raub, (a new man learning the road,) while passing over train No. 188, came in contact with overhead bridge west of Fanwood, and was knocked between cars and instantly killed. Body badly mangled. Wm. E. Dills, conductor; J. Theldoner, engineer.

February 25.—Edward Veritz, of Plainfield, N. J., walking on track was struck by engine of train No. 520 and instantly killed. Bell rung and whistle sounded. J. R. Lunger, conductor; Chas. A. Houston, engineer.

March 7.—An unknown woman who sprang on track in front of engine No. 141, train No. 41, between Cranford and Westfield, was struck and instantly killed. Badly cut up. L. Stametz, conductor; Judson Jarson, engineer.

March 7.—Joseph McMann, a boy, of Pine street, Jersey City, engaged with other boys in flying kites from track near Lafayette station, was struck by engine of train No. 56, receiving injuries which terminated fatally an hour afterward. The boys all left the track on hearing engineer's warning signal; but this one stepped back to get his kite string with above results. J. W. Van Houten, conductor; Edw. Huff, engineer.

March 16.—Section laborer A. Mahoney stepped out of way of local freight No. 43, and was struck by engine of passenger train No. 14, at overhead bridge near South Amboy, receiving internal injuries from which he died shortly afterward. C. W. Greeley, conductor; A. L. Mattis, engineer.

March 17.—Driller Chas. Kehune, standing on engine step (engine 154), was struck by coal car on opposite track and severely cut in head. W. J. Husband, dispatcher; Wm. Miller, engineer.

March 25.—Edward Edwards was painfully squeezed, and internally injured, while making a coupling at Newark. B. W. Hopper, station master; William Bennett, engineer.

April 3.—A passenger named Ulrich, on train No. 32, under influence of liquor, jumped from platform of combination car while the train was in motion, near Centreville, and was quite badly hurt. N. S. Doty, conductor; John Provost, engineer.

April 4.—Conductor Jesse Lake had his shoulder dislocated and collar bone broken in making a coupling at Cranford. Jesse Lake, conductor; J. Walters, engineer.

April 7.—Conductor Peter Miller was jerked off rear of caboose by sudden starting of train at Annandale, and had bones of arm broken and left wrist sprained. Peter Miller, conductor; C. M. Pettinger, engineer.

April 8.—James Kane, an employe of the L. & W. B. Coal Company, was struck and instantly killed by engine of train No. 527, near Centreville. The man was lying down across rail. John Johnson, conductor; Henry Foster, engineer.

April 8.—Brakeman Thomas Taylor, riding on top of car in Long Branch freight No. 42, came in contact with Thirtieth street overhead bridge, near Centreville, and was injured severely about the head. James Porter, conductor; Smith Watson, engineer.

April 19.—An Italian laborer named Constile Ramones, going to his work on Hopatcong Railroad, in crossing track near Port Oram was struck by engine No. 196, receiving injuries from which he died. P. A. Hearn, conductor; D. J. Bryant, engineer.

April 27.—Willie Evertson, six or seven years old, son of ex-Conductor Evertson, ran under the gate at Lawrence street crossing, and attempted to cross the track in front of some coal cars which were being shifted by engine No. 32, but was caught and instantly killed. E. Edwards, conductor; Wm. Bennett, engineer.

April 27.—Count O. Baldino Panciatici, an Italian, walking on track at curve near Communipaw, was struck by car of train No. 41 which was being backed up by engine No. 80, and seriously but not fatally injured. A coal train was also passing at the time. John McBurth, conductor; J. A. Erickson, engineer.

April 27.—Philip A. Beatty, of New Hampton, N. J., while walking on west-bound track near that place, was struck by engine of train No. 10, breaking his right arm and severely injuring his head. He died on the day following. At time of accident a coal train was passing on opposite track. James McBurth, conductor; J. Bogert, engineer.

April 28.—An unknown man, who was stealing a ride on N. & N. Y. freight train No. 46, jumped off at Brill's Station, and had his leg broken and face badly cut. H. H. Savage, conductor; C. Stiles, engineer.

May 3.—Fireman H. H. Schrieber, while standing on tank of engine No. 261, backing up, was thrown to the ground and seriously injured. Left leg broken above ankle, and bone in right leg and ankle broken. W. H. Steers, engineer.

May 8.—Patrick Powers, while walking on track at Bayonne station, was struck by engine of passenger train No. 12, and instantly killed. Thomas H. Green, conductor; John W. Provost, engineer.

May 12.—Brakeman S. Waidman had jaw broken in two places and arm and hand badly crushed and mangled while making coupling in Hampton yard. P. Van Arsdale, conductor; J. Mowery, engineer.

May 16.—Eustace Miller, passenger on train No. 83, had leg broken while alighting at Ferry Street station before train had come to a full stop. J. H. Munn, conductor; S. W. Curtis, engineer.

May 19.—An intoxicated man, named Boyle, after being refused permission to ride on coal train No. 194, attempted to get on train while in motion, and, falling, had left leg cut off at ankle joint, necessitating amputation. He had previously been warned by both conductor and engineer at Jersey City station. W. Meyers, conductor; H. R. Parsons, engineer.

May 20.—William S. Thompson attempted to cross track in front of engine No. 93, main line passenger train No. 66, at Communipaw curve, and was struck by the engine, receiving injuries which terminated fatally on the following day. H. Stiles, conductor; Thomas Hague, engineer.

May 20.—Brakeman Albert Heath received severe internal injuries and was otherwise badly bruised, in consequence of bottom door of coal car dropping with him near Valley. J. P. Coysenter, conductor; J. S. Sinclair, engineer.

May 20.—Peter Murphy, while driving empty hay wagon over Elizabeth crossing, was struck by engine of train No. 134, and was instantly killed. Wagon somewhat damaged. Horses escaped with slight injuries. J. F. Kennedy, conductor; P. Hartzell, engineer.

May 23.—Gottlieb Stauh, while crossing track in front of train No. 7, near Somerville, was struck by engine and cut in forehead and head. Not seriously injured. Flagman had warned him not to cross track until train had passed. T. H. Green, conductor; A. G. Small, engineer.

May 24.—Draw-tender Peter Todd attempted to cross track in front of train No. 1, at Bay draw, and was struck by engine. Had collar bone broken, head cut and face bruised. He paid no attention to bell and whistle signals. G. W. Shoeffler, conductor; J. S. Goodwin, engineer.

May 26.—A boy fourteen years of age, named Thomas Flynn, attempted to cross track in front of Long Branch train No. 11, at Fulton street, Elizabethport, N. J., and was instantly killed. Deceased was on his way home from school. J. W. Van Houten, conductor; Lloyd Clark, engineer.

June 1.—George Saunders attempted to board train No. 539, at Elizabeth, and was thrown between cars and feet injured. J. B. Squier, agent.

June 5.—Frank W. Trainor lost his hat near Jersey City, and in jumping off to secure it had his right foot crushed. Was removed to Charity Hospital. C. V. Finehart, conductor.

June 8.—As drill engine No. 26 was pushing cars down float house track, Jersey City, Thomas Burke, of 505 West Thirty-ninth street, ran between cars and was fatally injured. He died next day. A. Colbath, conductor; J. H. Freck, engineer.

June 13.—Engine No. 50 ran over an Italian laborer near Cliffwood, N. Y. & L. B. R. R., and cut him in two. Name unknown. John Shurts, conductor.

July 1.—George Hyde, seventeen years of age, of 123 Rector street, Elizabeth, while attempting to board a P. & R. coal train at Union street, had his foot badly mashed, and was sent to hospital. J. B. Squier, agent.

July 13.—Two brothers (Italian traveling musicians) named Gaetano and Antonio Pinto, of 231 Bowery, N. Y., were struck by engine of train No. 80, near canal bridge at Pamrapo, while standing gazing at train in opposite direction. Both seriously hurt, the former probably fatally. They were taken in charge by local authorities and conveyed to St. Francis Hospital. J. W. Sanborn, conductor; H. McClain, engineer.

July 15.—Daniel Leavy, an employe at Port Johnson coal docks, was knocked down steps by hatch door falling on him and instantly killed. The fall broke his skull. A. M. Anderson, dispatcher; J. H. Martin, agent Lackawanna and Western.

July 17.—A boy named James McCaffrey, with other companions tried to cross track at Elizabethport in front of "new line" train No. 517, receiving injuries from which he shortly afterward died. The other boys escaped. W. Chambers, conductor; J. Case, engineer.

July 17.—Two unknown foreigners (tramps), walking on track near North branch, were struck by engine of coal train No. 176. One of them was instantly killed, and the other badly mangled and bruised. They paid no attention whatever to bell and whistle danger signals. R. Burrough, conductor; J. Walters, engineer.

August 9.—Track laborers Bernard Luisky and John Cooper, of Dunellen, were quite severely but not fatally injured, caused by

breaking of handle of hand car on which they were riding. Both fell off and hand car passed over them. Chas. Carpenter, dispatcher; Geo. W. Abbot, roadmaster.

August 9.—James Hogan was struck and killed, instantly, by train No. 12, near Bloomsbury, this date. He was with a companion walking on south side of south track, but crossed over, between a freight engine and disconnected train to the north track, just in time to be struck by engine of No. 12. F. H. Greene, conductor; R. G. Small, engineer.

August 14.—A boy, 14 years of age, named Louis Muller, was brought to Plainfield by train No. 17. He was found near Raritan unconscious, and when he came to, said he attempted to board coal train.

August 14.—Andrew Gallagher, a boy, in attempting to jump on coal train going into Phillipsburg yard, fell and had one foot crushed, necessitating amputation. H. S. Weil, conductor; John Funk, engineer.

August 19.—Brakeman Daniel McCarty, fell off engine No. 118, coal train No. 259, at Bound Brook, and was quite seriously injured; collar bone cracked, spine injured and hip bone fractured. G. E. Hunewell, conductor; Jas. Beene, engineer.

August 22.—Chas. Doyle, 10 years of age, was caught under cars while picking coal at Cranford, by a shifting train, and had one leg broken and arm crushed. No one witnessed the accident. Henry E. Harvey, express operator.

August 24.—S. R. David attempted to cross track in front of Long Branch train No. 19, at Elizabethport, and was knocked down by engine, but not seriously hurt. C. W. Greeley, conductor; M. N. Clapp, engineer.

September 4.—Patrick Murphy, of Hoboken, N. J., walking on track near Greenville, N. J., was struck by engine of Long Branch passenger train No. 15, receiving injuries which terminated fatally shortly afterward. J. T. Dalbeer, conductor; R. McCloud, engineer.

September 6.—Francis Splane, child 4 or 5 years old, of 22 Congress street, Newark, N. J., came running up the bank near Madison street bridge as N. & N. Y. train No. 54 was passing. The engine struck him, inflicting wounds on head, and although surgical aid was promptly



summoned, the poor little fellow expired a few hours afterward. A. B. Brawl, conductor; John E. Lynch, engineer.

September 9.—Brakeman John A. Worsly was crushed to death by a wreck of freight train No. 196, which was caused by a broken axle at Bayonne, N. J., at 9:22 p. m. George Davis, conductor; C. Shultz, engineer.

September 9.—John Cannon, an old man employed as laborer about Elizabeth station, while engaged lighting switch lamps near Cherry street bridge, was struck by train No. 84, and fatally injured. Wm. F. Clark, conductor; S. Winner, engineer.

September 18.—Thomas O'Brien, bridge watchman, walking between tracks on Red Bank bridge, was struck and instantly killed by Long Branch passenger train No. 19. Bell was rung and whistle sounded, but he paid no attention to either, and when within six feet of engine stepped directly in front of it. J. A. Bedell, conductor; M. A. Clapp, engineer.

September 22.—Brakeman George Wambold, standing on top of box car of irregular freight train, came in contact with overhead bridge, east of Annandale, and was fatally injured, surviving only about half an hour. L. Stametz, conductor; Mattes, engineer.

September 26.—Driller James Tuelly, while passing over shifting train of coal cars at Centreville to put on brakes, fell off end of cars and was badly cut and bruised. A. M. Anderson, dispatcher; Dennis Donovan, engineer.

September 27.—John Kelly, of Elizabeth, N. J., while walking on track near Avenue switches, was struck by engine of N. & E. train No. 94, and slightly bruised on hips, &c. H. A. Merritt, conductor; J. Meeker, engineer.

October 3.—Ferdinand Nix was struck by engine of passenger train No. 81, near Bergen Point (round house), N. J., and instantly killed. Was walking between tracks, and stepped in front of engine when it struck him. J. F. Kennedy, conductor; P. Haisel, engineer.

October 12.—While making up coal train No. 178, at Bergen Point yard, Mrs. Lena Bepner, a German woman, twenty-seven years of age, who had been picking up coal, attempted to pass between cars.

She was caught and severely crushed across the hips and groins, receiving probably fatal injuries. A. Crater, conductor; Ezra Nason, engineer.

October 13.—Capt. A. Brown, of canal boat B. S. Norton, standing on track of Pier 5, at Elizabethport, was caught between bulkhead and shifting cars, and crushed his left thigh and abdomen. Was taken to New York hospital before extent of injuries could be ascertained. John Bowsley, conductor; W. S. Deonie, engineer.

October 14.—An unknown man, German, about forty years of age, while crossing track at Elizabethport station, was struck by engine of new line No. 527, and instantly killed. He had just previously arrived from New York by main line train No. 36. H. P. Mason, conductor; Henry Foster, engineer.

October 14.—Mr. McPherson, a reporter for the New York *Herald*, was struck by Long Branch train No. 19, while attempting to board it at Greenville, N. J., and was slightly injured about the head. He was taken to Jersey City by train No. 89, and *Herald* office notified. E. W. Welsted, station master.

October 16.—An unknown German man, residing at Centreville, was struck by some unknown train near Curriur's crossing, and had his shoulder dislocated and head cut. Was taken to Jersey City hospital. George H. Freck, dispatcher.

October 28.—A boy named John Reilly, while attempting to board train No. 190 (coal) at Elizabeth, fell between cars and had both feet crushed. G. E. Hunewell, conductor; James Been, engineer.

November 2.—As engine No. 212 was moving along slowly near High Bridge station with a train of dump cars, James Hill, a laborer employed on the train, in attempting to board same, fell under cars, which passed over both legs above the knees, injuring him severely if not fatally. T. O'Hearn, conductor; Peter Schuyler, engineer.

November 7.—Brakeman Joseph Bowers was struck by overhead bridge at Roselle, while standing on top of box car, and severely bruised about the head. P. Miller, conductor; L. Lary, engineer.

November 13.—As engine No. 86 was passing Somerville station, a Mrs. Hall, of North Branch, attempted to cross track in front of

engine. She was knocked down, and received injuries which resulted fatally shortly afterward. J. C. Hutchinson, conductor; W. Mitchell, engineer.

November 14.—Train No. 510 struck and instantly killed an unknown man near Evona. The body was taken to Dunellen and left in charge of agent. D. K. Hendricks, conductor; John Rhodes, engineer.

November 15.—A boy by the name of Charles Anderson, in attempting to get on a moving coal train in Elizabethport yard, fell under wheels and had his right leg badly mashed. John Husband, conductor; Henry Wolf, engineer.

November 20.—While shifting train at High Bridge, brakeman Samuel Liedick was jerked from his train, and, falling with his head on the rail, was struck by caboose and received injuries which resulted fatally a few days afterward. William C. Hulsifer, conductor; L. R. Everett, engineer.

November 22.—Edward Larkin, flagman at Spring street, was struck by train No. 5, and received injuries which resulted fatally a few hours subsequently. John Johnson, conductor; James Losey, engineer.

November 30.—Patrick Faley, in attempting to cross track at Elizabethport ahead of train No. 89, was struck by engine and received injuries which terminated fatally a few hours after he had been removed to his house. W. F. Clark, conductor; S. Werner, engineer.

December 5.—Brakeman A. L. Creveling was caught between cars while coupling at Phillipsburg, and badly bruised about the body. F. Richline, conductor; A. F. Shedd, engineer.

December 9.—Brakeman Sylvester V. Shrope, while putting on brakes of freight and coal train No. 281, at Elizabeth, slipped and fell off a car, bruising head and cutting his face. E. L. Smith, conductor; J. W. Sinclair, engineer.

December 17.—Edward F. Keenan, 329 Hudson avenue, Brooklyn, N. Y., attempted to board New York and Philadelphia train No. 503 as it was starting from Elizabethport station, and falling had his left leg crushed above the ankle. John Merlett, Jr., conductor; N. V. T. Waite, engineer.

December 19.—Brakeman E. H. Titus, of local freight, while uncoupling cars in train at Plainfield, caught his foot in guard rail, and one car passed over leg, crushing it to the thigh. He died two days afterward. L. Parker Titus, conductor; E. Culbath, engineer.

December 23.—A machinist of Hampton shop named Charles Bauer, walking on track at Hampton, was struck by engine No. 183, going after coal, and had left leg broken at the ankle. He died ten days subsequently. J. C. Perdoe, conductor; F. Vandergrift, engineer.

December 26.—A boy named Michael Beatty, of Elizabethport, employed by Singer Manufacturing Co., attempted to cross track in front of P. & R. Co.'s engine No. 50, which was drilling at Port avenue, and was run over and injured so that he died a few hours subsequently. C. A. Hickman, dispatcher; G. H. Freck, trainmaster.

December 27.—Brakeman Reitan, while going to head of train to tell engineer to call in flag, accidentally fell through bridge west of High Bridge station, breaking right arm below elbow and considerably bruising his person. J. Hartsell, conductor; J. Campbell, engineer.

December 27.—John Gallagher, a boy, standing on a pile of cinders near Chilton street tanks, was thrown under train No. 276 as it was pulling out of siding, and both legs were cut off. He died shortly after. The cinders on which he was standing gave way, which was the cause of the accident. C. Voorhees, conductor; J. Leitz, engineer.

December 28.—An unknown man, walking on track near Darklane, Elmora, was struck by engine of train No. 87, and fatally injured. He died at 11 p. m. C. W. Greely, conductor; Judson Janson, engineer.

December 29.—Catherine Day proceeded to cross the track at Madison avenue directly after a coal train had passed west, and stepped directly in front of new line train No. 511 going east, and was instantly killed. A flagman was on duty at the time, but, being on the south side, could not attract her attention. W. W. Framas, conductor; Charles A. Houston, engineer.

December 29.—A colored man, Francis Raulston, walking on the track near Madison avenue, was knocked down by shop train coming west, and engine and one car passed over him. Was sent to the hospital, but died shortly afterward. John Barry, conductor; W. H. Force, engineer.

# THE CHARLOTTEBURGH AND GREEN LAKE RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, The Charlotteburgh and Green Lake Railroad Company presents the following report for the year ending December 31st, 1882 :

|   |              |
|---|--------------|
| Capital stock paid in.....                              | \$100,000 00 |
| Bonded debt—none.                                       |              |
| Floating debt—none.                                     |              |
| Cost of road and equipments.....                        | 76,181 71    |
| Dividends paid during the year 1883, and how paid—none. |              |

The road extends from Charlotteburgh Junction to Green Pond mines, a distance of four and a half miles.

## RECEIPTS AND EXPENDITURES FOR 1882.

|  |            |
|--|------------|
| Income from passengers—none.   |            |
| Income from freight.....   | \$1,009 71 |
| Income from other sources—none.  |            |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, new ties and rails.. | 1,822 99   |

## REMARKS.

This company owns no rolling stock. The New York, Susquehanna and Western Railroad furnish the same.

The business is almost entirely derived from iron mines.

State of New York, New York County, ss.—J. George Repplier, being duly sworn, on his oath says that he is Vice President of the Charlotteburgh and Green Lake Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

J. GEORGE REPPLIER.

Sworn and subscribed before me, this 12th day of January, A. D. 1883, in witness whereof I have hereunto set my hand and affixed my official seal, this 12th day of January, A. D. 1883.

CHARLES NETTLETON,

Commissioner for New Jersey in New York, 115 and 117 Broadway, N. Y. City.

Accidents—none.

## CHESTER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Chester Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |                     |
|----------------------------------|---------------------|
| Capital stock paid in.....       | \$98,500 00         |
| Bonded debt.....                 | 100,000 00          |
| Floating debt.....               | 26,015 98           |
| Cost of road and equipments..... | <u>\$224,515 98</u> |

The road extends from Chester Junction to Chester, a distance of ten miles.

It is leased to the Morris and Essex Railroad Company at an annual rental of seven per cent. per annum on its bonded debt, and is operated by the Delaware, Lackawanna and Western Railroad Company, lessee of said Morris and Essex, and its operations are included in the report made by latter company.

State of New York, New York County, ss.—Fred. F. Chambers, being duly sworn, on his oath says that he is Treasurer and Secretary of the Chester Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 1st day of February, A. D. 1883.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey in New York.

Accidents—none.

# COLUMBUS, KINKORA AND SPRINGFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Columbus, Kinkora and Springfield Railroad Company presents the following report for the year ending December 31st, 1882:

|  |              |
|--|--------------|
| Capital stock paid in.....   | \$64,500 00  |
| Bonded debt (first mortgage).....  | 125,000 00   |
| Floating debt, provided for by second mortgage of \$60,000, but not sold; part held as collateral for some of the floating debt..... | 25,000 00    |
| Cost of road.....  | \$214,500 00 |

The road extends from Kinkora to New Lisbon, a distance of fourteen miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of thirty per cent. of gross receipts.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—Richard H. Page, being duly sworn, on his oath says that he is Treasurer of the Columbus, Kinkora and Springfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

RICHARD H. PAGE.

Sworn and subscribed before me this 21st day of February, A. D. 1883.

JOHN N. CONNER.

## RECEIPTS AND EXPENSES FOR 1882.

|  |            |
|--|------------|
| Income from passengers.....  | \$6,942 17 |
| Income from freight.....   | 6,879 69   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies..... | 15,342 72  |



## CONSTABLES HOOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Constables Hook Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |             |
|----------------------------------|-------------|
| Capital stock paid in.....       | \$81,400 00 |
| Floating debt.....               | 19 85       |
| Cost of road and equipments..... | \$81,419 85 |

The road extends from Centreville to Constables Hook, a distance of one and ninety-seven one-hundredths miles.

The operations of the road are included in the operations of railroads controlled by the Central Railroad Company of New Jersey, and this company has no knowledge of other matters required.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Constables Hook Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

**CUMBERLAND AND MAURICE RIVER RAILROAD  
COMPANY.**

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Secretary and Treasurer of the Cumberland and Maurice River Railroad Company presents the following report for the year ending December 31st, 1882 :

|   |              |
|---|--------------|
| Capital stock paid in.....                              | \$250,000 00 |
| Bonded debt—none.                                       |              |
| Floating debt—none.                                     |              |
| Cost of road and equipments.....                        | 250,000 00   |
| Dividends paid during the year 1882, and how paid—none. |              |

The road extends from Bridgeton to Long Beach, a distance of twenty-two and three-tenths miles.

**RECEIPTS AND EXPENSES FOR 1882.**

|   |             |
|---|-------------|
| Income from passengers.....   | \$11,633 78 |
| Income from freight.....  | 18,446 21   |
| Income from express.....  | 1,733 80    |
| Income from other sources.....  | 880 64      |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 32,912 87   |

State of New Jersey, ——— County, ss.—C. W. Littell, being duly sworn, on his oath says that he is Treasurer of the Cumberland and Maurice River Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

C. W. LITTELL.

Sworn and subscribed before me, this 18th day of April, A. D. 1883.

FRED. SYLVESTER,  
Notary Public.

# DELAWARE AND BOUND BROOK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware and Bound Brook Railroad Company presents the following report for the year ending December 31st, 1882 :

|                            |                       |
|----------------------------|-----------------------|
| Capital stock paid in..... | \$1,692,000 00        |
| Bonded debt.....           | 1,692,000 00          |
| Floating debt—none.        |                       |
|                            | <u>\$3,384,000 00</u> |

|                                  |                |
|----------------------------------|----------------|
| Cost of road and equipments..... | \$3,136,291 30 |
|----------------------------------|----------------|

Dividends paid during the year 1882, and how paid—Four quarterly dividends, at the rate of seven per cent. per annum, were paid in the months of February, May, August and November.

The road extends from the middle of the river Delaware to Bound Brook, a distance of twenty-seven miles of double track, steel rails, and has a branch of single track from a point on the main line to Warren street, Trenton, of three and seven-tenths miles.

## RECEIPTS AND EXPENSES FOR 1882.

|  |                     |
|--|---------------------|
| Income from passengers.....                                  | \$202,064 42        |
| Income from freight.....                                     | 485,457 28          |
| Income from other sources, miscellaneous and U. S. mail..... | 6,003 53            |
| Total .....  | <u>\$693,525 23</u> |

|   |              |
|---|--------------|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | \$367,191 07 |
|---|--------------|

## REMARKS.

This road is leased to the Philadelphia and Reading Railroad Company at an annual rental of the amount of its maintenance of organization (\$6,000), the interest on its bonded debt (\$116,520), quarterly dividends on its capital stock at the rate of seven per cent. per annum

until May 1st, 1883, and thereafter for the term of 986 years, at the rate of eight per cent. per annum, clear of all taxes.

It is equipped and operated by the Philadelphia and Reading Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

J. H. STEVENSON,

Secretary.

State of New Jersey, Mercer County, ss.—James H. Stevenson, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware and Bound Brook Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

J. H. STEVENSON.

Sworn and subscribed before me, this 24th day of January, A. D. 1883.

THEO. C. MAPLE,

Master in Chancery.

#### ACCIDENTS.

January 25.—Timothy Tierney was struck by an engine while walking on track, near Trenton Junction, and killed. Name of engineer, Frank Wagner; that of conductor, I. R. Sanger; both of whom were retained in company's employ.

March 9.—Henry T. Nagle was struck and killed by an engine, at Bound Brook, while crossing the track. Name of engineer, Frank Wagner; that of conductor, A. Cuthbertson. Both were retained in company's employ.

October 13.—Charles T. Howell was killed near Pennington by falling off a train. Name of engineer, George Clarke; that of conductor, W. A. Snyder. Both retained in the employ of the company.

## DELAWARE BAY AND CAPE MAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Delaware Bay and Cape May Railroad Company presents the following report for the year ending December 31st, 1882:

|   |             |
|---|-------------|
| Capital stock paid in.....                              | \$30,000 00 |
| Bonded debt—none.                                       |             |
| Floating debt.....                                      | 17,417 79   |
| Cost of road and equipments.....                        | 48,564 27   |
| Dividends paid during the year 1882, and how paid—none. |             |

The road extends from Cape May City to steamboat landing, a distance of about three miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |            |
|---|------------|
| Income from passengers.....   | \$8,780 85 |
| Income from freight.....  | 40 25      |
| Income from other sources.....  | 14 00      |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 8,604 88   |

State of Pennsylvania, Philadelphia County, ss.—William Selfridge, being duly sworn, on his oath says that he is Secretary and Treasurer of the Delaware Bay and Cape May Railroad Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1882 are correct and true, to the best of his knowledge and belief.

WILLIAM SELFRIDGE.

Sworn and subscribed before me, this 26th day of April, A. D. 1883.

H. P. ROCHE,

A Commissioner of Deeds for New Jersey.

Accidents—none.

## DOVER AND ROCKAWAY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Dover and Rockaway Railroad Company presents the following report for the year ending December 31st, 1882 :

|                            |              |
|----------------------------|--------------|
| Capital stock paid in..... | \$100,000 00 |
| Bonded debt.....           | 35,000 00    |
| Cost of road.....          | 135,000 00   |

The road extends from Port Oram to Rockaway, a distance of five miles.

It is leased to the Central Railroad Company of New Jersey at an annual rental of six per cent. on its capital.

It is equipped and operated by the Central Railroad of New Jersey, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Dover and Rockaway Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE RICHARDS,

President.

Sworn and subscribed before me this 8th day of March, A. D. 1883.

MAHLON PITNEY,

Master in Chancery of New Jersey.

## EASTON AND AMBOY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Easton and Amboy Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |                |
|----------------------------------|----------------|
| Capital stock paid in.....       | \$5,250,000 00 |
| Bonded debt.....                 | 5,250,000 00   |
| Floating debt.....               | 122,887 13     |
| Cost of road and equipments..... | 10,622,887 13  |

The road extends from the middle of the Delaware river to Perth Amboy, a distance of sixty miles.

It is leased to the Lehigh Valley Railroad Company at an annual rental of the cost of maintenance, taxes and interest on its securities.

It is equipped and operated by the Lehigh Valley Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, ss.—Charles Hartshorne, being duly affirmed, says that he is Treasurer of the Easton and Amboy Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CHAS. HARTSHORNE,

Treasurer.

Affirmed and subscribed before me, this 6th day of March, A. D. 1883.

WM. C. ALDERSON,

Commissioner of Deeds for New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|   |                     |
|---|---------------------|
| Income from passengers.....   | \$57,021 09         |
| Income from freight.....  | 491,314 22          |
| Income from other sources.....  | 7,064 01            |
| Income from coal.....   | 1,499,834 34        |
| Total .....   | \$2,055,233 66      |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 1,130,378 51        |
|   | <u>\$924,855 15</u> |

## ACCIDENTS.

January 3.—James Harvey, brakeman, while coupling cars at Perth Amboy, had one arm caught and crushed so that amputation was necessary.

January 6.—Douglas Losher, fireman; two engines ran together near Pattenburg; he was caught and had one leg broken.

January 8.—Charles P. Jennings, brakeman, in getting on his train near Phillipsburg after it had started, fell, and was run over and instantly killed.

March 16.—Jos. F. De Hart, coal brakeman, while running cars into wharf at Perth Amboy, was thrown off and his right leg broken.

May 28.—Pat. McConnell, laborer, while walking on track at West End, N. J., was struck by passenger train and had one leg, one arm and one rib broken.

August 15.—Pat. Mahar, laborer, tried to pass between cars which were being drilled on coal wharves at Perth Amboy, and was caught and instantly killed.

October 22.—J. E. Derr, brakeman, fell off his train at Flagtown, and was run over and one leg crushed and his head cut.

November 1.—Patrick Casey, car inspector, was passing under cars at Metuchen tank as engine was coming back to couple to them, and was caught and one leg broken badly. He died on the 14th following.

November 8.—James C. Eck, coal brakeman, fell under his train near Bound Brook and was injured, dying at St. Luke's Hospital the next day.

December 5.—Philip Dursman, laborer, while walking on track near Phillipsburg, in a fog, was struck by passenger train and instantly killed.

December 15.—George Arrowsmith, car inspector, failed to fasten switch lever at Metuchen tank, when it flew over and broke his right arm.

December 27.—Sebastian Zimmerman, tramp, was found dead lying on his face in the ditch alongside track near Metuchen tank. Cause of death not known, but supposed that he may have been struck by some train while walking on track.



## FERRO MONTE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Ferro Monte Railroad Company presents the following report for the year ending December 31st, 1882 :

|  |             |
|--|-------------|
| Capital stock paid in.....   | \$30,000 00 |
| Cost of road and equipments.....   | 50,309 21   |
| Dividends paid during the year 1882, and how paid—March 4th, seven per cent. cash out of earnings 1881; October 3d, ten per cent. cash out of earnings 1882. |             |

The road extends from Vanatta to the Byram Mines, a distance of two and three-quarters miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from freight.....  | \$19,018 65 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 12,054 22   |

State of New Jersey, Morris County, ss.—Augustus C. Canfield, being duly sworn, on his oath says that he is Treasurer of the Ferro Monte Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

AUGUSTUS C. CANFIELD.

Sworn and subscribed before me this 23d day of January, A. D. 1883.

JOSEPH HINCHMAN,

Notary Public of New Jersey.

Accidents—none.

# FLEMINGTON RAILROAD AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Flemington Railroad and Transportation Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$150,000 00 |
| Bonded debt.....                 | 250,000 00   |
| Cost of road and equipments..... | 290,653 87   |

The road extends from Lambertville, N. J., to Flemington, N. J., a distance of twelve miles.

The road is operated with the Belvidere Delaware Railroad, which is leased by the Pennsylvania Railroad Company as a part of its Belvidere division, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden County, ss.—Lewis Perrine, being duly sworn, on his oath says that he is President of the Flemington Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

LEWIS PERRINE.

Sworn and subscribed before me, this 5th day of February, A. D. 1883.

HUGH B. ELY,  
M. C. C.

## RECEIPTS AND EXPENSES FOR 1882.

|  |             |
|--|-------------|
| Income from passengers.....  | \$8,791 44  |
| Income from freight.....   | 5,109 25    |
| Income from other sources.....   | 535 24      |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies..... | \$20,014 24 |
| Dividends paid during the year 1882, and how paid—none.  |             |

Accidents—none.

# FREEHOLD AND JAMESBURG AGRICULTURAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Freehold and Jamesburg Agricultural Railroad Company presents the following report for the year ending December 31st, 1882 :

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$273,600 00 |
| Bonded debt.....                 | 498,600 00   |
| Cost of road and equipments..... | 787,530 59   |

The road extends from Jamesburg to Sea Girt, a distance of twenty-seven miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of net receipts in excess of expenses of operating.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that Company, and is annexed hereto.

State of Pennsylvania, City of Philadelphia, ss.—Strickland Kneass, being duly sworn, on his oath says that he is President of the Freehold and Jamesburg Agricultural Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

STRICKLAND KNEASS.

Sworn and subscribed before me this 16th day of February, A. D. 1883.

HUGH B. ELY,

Master in Court of Chancery, State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|  |              |
|--|--------------|
| Income from passengers.....  | \$109,829 36 |
| Income from freight.....   | 34,983 36    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies..... | 76,816 43    |

## FREEHOLD AND NEW YORK RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Freehold and New York Railway Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                              | \$200,000 00 |
| Bonded debt.....  | 200,000 00   |
| Cost of road and equipments.....                        | 425,185 46   |
| Dividends paid during the year 1882, and how paid—none. |              |

The road extends from Freehold to Keyport, a distance of fourteen and sixty one-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$27,299 65 |
| Income from freight.....  | 16,499 59   |
| Income from other sources.....  | 1,439 57    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 47,993 09   |

State of New Jersey, Morris County, ss.—John S. Schultze, being duly sworn, on his oath says that he is President of the Freehold and New York Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

JNO. S. SCHULTZE.

Sworn and subscribed before me, this 19th day of March, A. D. 1883.

NEWTON S. KITCHEL,

Master in Chancery of N. J.

## ACCIDENTS.

January 3.—Edward Clancy, while attempting to board an extra marl train, at Marlboro, slipped and fell, so that one foot was caught and crushed, rendering amputation of the great toe necessary. He was not on duty. S. M. Mulford, conductor; Daniel Davis, engineer; engine, No. 47.

## HACKENSACK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hackensack Railroad Company presents the following report for the year ending December 31st, 1882 :

|                            |              |
|----------------------------|--------------|
| Capital stock paid in..... | \$118,000 00 |
| Bonded debt—none.          |              |
| Floating debt—none.        |              |

The road extends from Hackensack to Erie Junction, a distance of about six miles.

It is leased to the New Jersey and New York Railroad Company at an annual rental of eight thousand four hundred dollars.

It is equipped and operated by the New Jersey and New York Railroad Company, and the further information required by law is furnished by that company.

State of New Jersey, Bergen County, ss.—Garret Ackerson, Jr., being duly sworn, on his oath says that he is President of the Hackensack Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GARRET ACKERSON, JR.

Sworn and subscribed before me this 2d day of January, A. D. 1883.

C. W. BERDAN,

Master in Chancery of New Jersey.

Dividends paid during the year 1882, and how paid—two, one of seven per cent., and the other of three per cent.

Accidents—See report of New Jersey and New York Railroad Company.

## HIBERNIA MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hibernia Mine Railroad Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                                    | \$200,000 00 |
| Cost of road and equipments.....                              | 198,431 18   |
| Dividends paid during the year 1882, and how paid—            |              |
| January 10th, 1882, 15 per cent. on capital of \$150,000..... | 22,500 00    |
| July 10th, 1882, 6 per cent. on capital of \$200,000.....     | 12,000 00    |

The road extends from Hibernia Mines to Central Railroad of New Jersey and Delaware, Lackawanna and Western Railroad, west of Rockaway, Morris county, a distance of five and one-half miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from freight.....  | \$55,627 75 |
| Income from other sources.....  | 4,296 56    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 18,504 58   |

## TRANSPORTATION FOR YEAR 1882.

|                      |            |
|----------------------|------------|
| Iron ore, tons.....  | 143,108.45 |
| Coal, &c., tons..... | 7,947.30   |

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Mine Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS,

President.

Sworn and subscribed before me this 20th day of January, A. D. 1883.

MAHLON PITNEY,

Master in Chancery of New Jersey.

Accidents—none.

## HIBERNIA UNDERGROUND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hibernia Underground Railroad Company presents the following report for the year ending December 31st, 1882 :

|  |              |
|--|--------------|
| Capital stock paid in.....   | \$100,000 00 |
| Cost of road and equipments.....                                       | 100,000 00   |
| Dividends paid during the year 1882, and how paid—                     |              |
| January 10th, 1882, ten per cent. on capital stock of \$50,000.00..... | 5,000 00     |

The road extends from Hibernia Mine Railroad, into Hibernia mountain, a distance of one and one-half miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from freight.....  | \$15,646 19 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 5,385 11    |

## REMARKS.

Transportation account for year 1882—iron ore, tons, 78,230.65.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Hibernia Underground Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

GEORGE RICHARDS,  
President.

Sworn and subscribed before me, this 20th day of January, A. D. 1883.

MAHLON PITNEY,  
Master in Chancery of New Jersey.

Accidents—none.

## HIGH BRIDGE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the High Bridge Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$350,000 00 |
| Floating debt.....               | 186,175 86   |
| Cost of road and equipments..... | 1,016,359 92 |
| True value of road.....          | 536,042 22   |

The road extends from High Bridge to German Valley, a distance of eleven and seventy-two one-hundredths miles, with branch to Chester, four and forty-six one-hundredths miles, and branch to Hacklebarney Mines, one and twenty-four one-hundredths miles.

The operations of the road are included in the operations of railroads controlled by the Central Railroad Company of New Jersey, and this Company has no knowledge of other matters required.

State of New York, New York City and County, ss.—John Kean, being duly sworn, on his oath says that he is President of the High Bridge Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me this 13th day of March, A. D. 1883.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.



## HUDSON TUNNEL RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Hudson Tunnel Railway Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....  | \$703,300 00 |
| Bonded debt.....  | 494,000 00   |
| Floating debt—none, except an obligation to the contractor building its tunnels and railroad, not adjusted or determined. |              |

The road is to extend from some point in the city of New York to some point near Fifteenth street, in Jersey City, a distance of about three miles.

## REMARKS.

The said company is formed by the consolidation of two companies, organized under the laws of the States of New York and New Jersey, respectively.

Part of its proposed railroad is to lie in each of said States, the greater portion in the State of New York.

As yet only *a portion* of the tunnels in which the railroad is to run has been constructed, and no portion of the railroad proper has been built or completed.

A large portion of the above-mentioned stock and bonds were issued to provide for work within the State of New York, but none of said stock or bonds have as yet been generally issued.

State of New Jersey, Essex County, ss.—William M. Force, being duly sworn, on his oath says that he is Vice-President of the Hudson Tunnel Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

WILLIAM M. FORCE.

Sworn and subscribed before me, this 26th day of January, A. D. 1883.

JAMES E. HOWELL,  
Master in Chancery of New Jersey.

## JERSEY CITY AND BERGEN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Jersey City and Bergen Railroad Company presents the following report for the year ending December 31st, 1882 :

|  |                    |
|--|--------------------|
| Capital stock paid in.....                                     | \$250,000 00       |
| Bonded debt.....   | 375,000 00         |
|  | <hr/> \$625,000 00 |
| Cost of road and equipments.....                               | 562,738 97         |
| Dividends paid during the year 1882, and how paid—in cash..... | 20,757 50          |

The road extends from Jersey City to Bergen, a distance of \_\_\_\_\_ miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |              |
|---|--------------|
| Income from passengers.....   | \$279,724 26 |
| Income from other sources.....  | 4,160 47     |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 197,779 10   |
| Interest on funded debt. ....   | 28,250 00    |
| Sinking fund.....   | 30,000 00    |

## REMARKS.

The majority of the stock of this company is owned by the United New Jersey Railroad and Canal Company, of which the Pennsylvania Railroad Company is the lessee.

State of New Jersey, Hudson County, ss.—Charles B. Thurston, being duly sworn, on his oath says that he is President of the Jersey City and Bergen Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

C. B. THURSTON.

Sworn and subscribed before me this 6th day of February, A. D. 1883, at Jersey City.

WM. BRINKERHOFF,

Master in Chancery of New Jersey.

## JERSEY CITY AND COMMUNIPAW RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Jersey City and Communipaw Railroad Company presents the following report for the year ending December 31st, 1882:

|   |            |
|---|------------|
| Capital stock (\$25,000) 20 per cent. paid in.....      | \$5,000 00 |
| Cost of road and equipments.....                        | 4,937 47   |
| Dividends paid during the year 1882, and how paid—none. |            |

The road extends from Bergen street to Communipaw station, a distance of one mile, all within the limits of Jersey City.

## REMARKS.

The road is incomplete, some grading having been done, and other preliminary work.

An application to condemn lands for right of way is being litigated, and the work cannot proceed until it is concluded.

State of New Jersey, Hudson County, ss.—Delos E. Culver, being duly sworn, on his oath says that he is Vice-President of the Jersey City and Communipaw Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

DELOS E. CULVER.

Sworn and subscribed before me, this 15th day of February A. D. 1883.

W. B. WILLIAMS,  
Master in Chancery.

## LAKE HOPATCONG RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Lake Hopatcong Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$177,300 00 |
| Floating debt.....               | 35 37        |
| Cost of road and equipments..... | \$177,335 37 |

The road extends from Kenvil to Lake Hopatcong, a distance of five and five-tenths miles.

The operations of the road are included in the operations of railroads controlled by the Central Railroad Company of New Jersey, and this company has no knowledge of other matters required.

State of New York, New York City and County, ss.—John Kean, being duly sworn, on his oath says that he is President of the Lake Hopatcong Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## LEHIGH AND HUDSON RIVER RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Lehigh and Hudson River Railway Company presents the following report for the year ending December 31st, 1882:

|                                  |                |
|----------------------------------|----------------|
| Capital stock paid in.....       | \$1,100,000 00 |
| Bonded debt.....                 | 960,000 00     |
| Floating debt.....               | 115,450 00     |
| Cost of road and equipments..... | 2,175,000 00   |

The road extends from Belvidere, N. J., to New York State line, a distance of forty-eight miles.

## RECEIPTS AND EXPENSES FOR 1883.

|   |            |
|---|------------|
| Income from passengers.....   | \$8,811 08 |
| Income from freight.....  | 48,111 68  |
| Income from other sources.....  | 2,898 75   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 33,591 01  |

## REMARKS.

The line was opened for through traffic on August 14th, 1882.

State of New York, City and County of New York, ss.—Gunnell Burt, being duly sworn, on his oath says that he is President of the Lehigh and Hudson River Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

GUNNELL BURT.

Sworn and subscribed before me this 8th day of March, A. D. 1883.

ROBT. J. S. WHITE,

Commissioner for the State of New Jersey, in New York.

## ACCIDENTS.

November 27.—Wm. Nolan, engineer, and Frank Porter, fireman, were killed by derailment of engine, near DeKays station. Cause of accident never ascertained. V. D. Priest, conductor; engine No. 7.

## LONGWOOD VALLEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Longwood Valley Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$300,000 00 |
| Floating debt.....               | 139,715 40   |
| Cost of road and equipments..... | 428,281 51   |
| True value of road.....          | 219,460 66   |

The road extends from German Valley to Port Oram, a distance of thirteen and twenty-six one-hundredths miles.

The operations of the road are included in the operations of railroads controlled by the Central Railroad Company of New Jersey, and this company has no knowledge of other matters required.

State of New York, New York City and County, ss.—John Kean, being duly sworn, on his oath says that he is President of the Longwood Valley Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN KEAN.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## MANUFACTURERS' RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Manufacturers' Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |             |
|----------------------------------|-------------|
| Capital stock paid in.....       | \$79,600 00 |
| Floating debt.....               | 92 20       |
| Cost of road and equipments..... | \$79,692 20 |

The road extends from Brills to Passaic river, a distance of one and five-tenths miles.

The operations of the road are included in the operations of railroads controlled by the Central Railroad Company of New Jersey, and this company has no knowledge of other matters required.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Manufacturers' Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,  
Master in Chancery of New Jersey.

# MAYS LANDING AND EGG HARBOR CITY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the President and Secretary and Treasurer of the Camden and Atlantic Railroad Company presents the following report for the month of January, 1882, for the Mays Landing and Egg Harbor City Railroad Company:

Cost of road and equipments..... \$70,000 00

The road extends from Mays Landing to Egg Harbor City, a distance of seven miles.

It was leased to the Camden and Atlantic Railroad Company at an annual rental of five thousand dollars, but that company gave due notice that the lease should terminate February 1st, 1882, and ceased operating it on that date.

It was equipped and operated by the Camden and Atlantic Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Camden County, ss.—Charles D. Freeman and Daniel M. Zimmerman, being duly sworn, on their oaths say that they are President and Secretary and Treasurer of the Camden and Atlantic Railroad Company, and that the foregoing statement is true and correct, to the best of their knowledge and belief.

CHAS. D. FREEMAN,  
President.

D. M. ZIMMERMAN,  
Secretary and Treasurer.

Sworn and subscribed before me, this 3d day of February, A. D. 1883.

PETER L. VOORHEES,  
Master in Chancery.

## RECEIPTS AND EXPENSES FOR 1882.

|   |          |
|---|----------|
| Income from passengers, freight and other sources.....  | \$128 32 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 407 39   |
| Dividends paid during the year 1882, and how paid—none.   |          |



# MILLSTONE AND NEW BRUNSWICK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Millstone and New Brunswick Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$95,750 00  |
| Floating debt.....               | 17,654 42    |
| Cost of road and equipments..... | \$113,404 42 |

The road extends from New Brunswick to Millstone, a distance of six and sixty-three one-hundredths miles.

It is leased to the Pennsylvania Railroad Company at an annual rental six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, ss.—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the Millstone and New Brunswick Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed before me, this 16th day of February, A. D. 1883.

C. B. THURSTON,

M. C. C., N. J.

## RECEIPTS AND EXPENSES FOR 1882.

|   |            |
|---|------------|
| Income from passengers.....   | \$4,609 29 |
| Income from freight.....  | 1,841 09   |
|   | \$6,450 38 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 12,964 84  |
| Dividends paid during the year 1882, and how paid.....  | 2,865 00   |

## MORRIS AND ESSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Morris and Essex Railroad Company presents the following report for the year ending December 31st, 1882 :

|                              |                     |
|------------------------------|---------------------|
| Capital stock paid in.....   | \$15,000,000 00     |
| Bonded debt.....             | 22,513,000 00       |
| Cost of road and equipments— |                     |
| Road .....                   | \$23,900,473 73     |
| Equipments.....              | 12,707,084 29       |
|                              | <hr/> 36,607,558 02 |

The road extends from Hoboken to Phillipsburg, a distance of eighty-three and sixty-eight one-hundredths miles, with Boonton branch, thirty-four and fifty-four one-hundredths miles additional.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of seven per cent. per annum on its stock and bonds.

It is equipped and operated by the lessee, and the further information required by law is furnished by that Company, and is annexed hereto.

State of New York, New York County, ss.—Fred. F. Chambers, being duly sworn, on his oath says that he is Treasurer and Secretary of the Morris and Essex Railroad Company, and that the foregoing statement is true and correct to the best of his knowledge and belief.

FRED. F. CHAMBERS.

Sworn and subscribed before me this 1st day of February, A. D. 1883.

LUDWIG R. MILLER,

Commissioner for the State of New Jersey, in New York.

## RECEIPTS AND EXPENSES FOR 1882.

|                                |                |
|--------------------------------|----------------|
| Income from passengers.....    | \$1,162,526 81 |
| Income from freight.....       | 2,876,862 86   |
| Income from other sources..... | 223,711 73     |

|   |                |
|---|----------------|
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | \$2,631,941 53 |
| Dividends paid during the year 1882, and how paid—to stockholders as rental.....  | 1,050,000 00   |

## ACCIDENTS.

January 26.—John Cavanagh, climbing on train near Summit; killed.

February 27.—John Cushman, carpenter, falling off coal dock No. 6, was killed.

April 6.—Patrick McCaffray, laborer, crossing track near Boonton, was killed.

April 12.—Patrick Curran, picking coal on track at Paterson, was killed.

May 22.—Thomas Giles, jumped from train at Boonton; killed.

July 17.—Timothy Ohern, intoxicated and sleeping on track, at Summit; killed.

July 19.—Martin Kinney jumped from Pennsylvania train on track at East Newark; was killed.

July 22.—Unknown man, walking on track at East Newark; killed.

July 24.—Walter Marnell, drill master, fell between cars at Hoboken; killed.

September 20.—Samuel McGee, crossing track at South Orange; killed.

September 27.—Ludwig Dohrmeyer; killed; crushed between platform and cars at Orange station.

September 27.—Patrick Coughlin, brakeman, falling from tender, at Delaware, was killed.

October 7.—R. G. Ortego, jumping from train, near Maplewood, was killed.

October 21.—August Holm, riding on brake wheel, was thrown off and killed at East Orange.

November 1.—Hugh Dougherty, walking on track at West Paterson, was killed.

November 3.—George Waugh, trackwalker, was thrown from Newark bridge by freight train and killed.

November 13.—Thomas Ryerson, crossing track at Arlington avenue station, was killed.

November 16.—John Shannon, laborer, walking on coal-dock track, was killed at Hoboken.

November 23.—Charles Tuttle, brakeman, falling from Washington coal trestle; was killed.

November 27.—Margaretti Garci, crossing track at Newark, was killed.

December 5.—Thomas McMasters, brakeman, falling from cars, was killed, at West End.

December 18.—W. R. Burrell, brakeman, coupling at Port Norris, injured in the hand.

# MT. HOLLY, LUMBERTON AND MEDFORD RAILROAD COMPANY.

## *To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Mt. Holly, Lumberton and Medford Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |             |
|----------------------------------|-------------|
| Capital stock paid in.....       | \$95,650 00 |
| Bonded debt.....                 | 75,000 00   |
| Cost of road and equipments..... | 170,650 00  |

The road extends from Mt. Holly to Medford, a distance of six and one-quarter miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of \$11,189.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—Henry I. Budd, being duly sworn, on his oath says that he is President of the Mt. Holly, Lumberton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. I. BUDD,

President.

Sworn and subscribed before me, this 17th day of February, A. D. 1883.

MARTIN L. HAINES,

M. C. C.

## RECEIPTS AND EXPENSES FOR 1882.

|   |            |
|---|------------|
| Income from passengers.....   | \$6,140 80 |
| Income from freight.....  | 2,160 45   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 10,871 59  |
| Dividends paid during the year 1882, and how paid—  |            |
| In two semi-annual payments of three per cent. each.....  | 5,739 00   |

## MOUNT HOPE MINERAL RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to the laws of the State of New Jersey, the Mount Hope Mineral Railroad Company makes the following report for the year ending December 31st, 1882:

This road extends from Mount Hope to Port Oram, in Morris county, a distance of about four and one-quarter miles, and is used mainly for the transportation of iron ore, coal and mine supplies.

No passengers are transported.

|   |              |
|---|--------------|
| Capital stock paid in.....                            | \$160,000 00 |
| This company owes no debt, either funded or floating. |              |
| Cost of the road, including right of way.....         | 138,449 96   |
| Cost of equipment.....                                | 30,828 81    |
| The entire gross earnings for the year have been..... | 45,693 02    |
| Expenses of repairs and operating have been.....      | 15,673 74    |

The true value of the road with its equipment and appendages, does not exceed one hundred and sixty thousand dollars.

State, County and City of New York, ss.—Hamilton Wallis, being first duly sworn, doth depose and say that he is the President of the above-named railroad, and that the foregoing report is true, as he verily believes.

HAMILTON WALLIS.

Sworn and subscribed before me, this 5th day of January, 1883.

WALTER C. GILSON,

A Commissioner of Deeds for the State of New Jersey.

## NATIONAL DOCKS RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the National Docks Railway Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                              | \$300,000 00 |
| Bonded debt—none.                                       |              |
| Floating debt.....                                      | 590,000 00   |
|   | <hr/>        |
|   | 890,000 00   |
| Cost of road and equipments.....                        | \$376,017 14 |
| Dividends paid during the year 1882, and how paid—none. |              |

The road, when completed, will extend from Bergen Hill to Communipaw, a distance of about three miles.

State of Pennsylvania, Philadelphia County, ss.—A. D. Hepburn, being duly affirmed, says that he is Secretary and Treasurer of the National Docks Railway Company, and that the foregoing statement and the annexed statement of accidents on the said road during the year 1882 are correct and true, to the best of his knowledge and belief.

A. D. HEPBURN.

Affirmed and subscribed before me, this 3d day of February, A. D. 1883.

H. P. ROCHE,

A Commissioner of Deeds for the State of New Jersey.

Accidents—none.

## NEWARK AND BLOOMFIELD RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and Bloomfield Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$103,850 00 |
| Floating debt.....               | 62,640 25    |
| Cost of road and equipments..... | \$166,490 25 |

The road extends from Roseville Junction to Montclair, a distance of four and twenty-five one-hundredths miles.

It is leased to the Morris and Essex Railroad Company, at an annual rental of six per cent. per annum on its stock, and is operated by the Delaware, Lackawanna and Western Railroad Company, lessee of said Morris and Essex, and report of its operations is included in report of latter company.

State of New Jersey, Union County, ss.—Fred'k H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Newark and Bloomfield Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me, this 1st day of February, A. D. 1883.

JOHN H. VAN WINKLE,

Notary Public of New Jersey.

Accidents—none.



## NEWARK AND HUDSON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and Hudson Railroad Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....  | \$250,000 00 |
| Bonded debt.....  | 250,000 00   |
| Floating debt—none.   |              |
| Cost of road and equipments (as settled August 8th, 1879, by decree of<br>Judge Scudder)..... | 355,056 18   |

The road extends from Bergen Junction to Newark, a distance of five and six-hundred-and-eighteen one-thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, the successor of the Erie Railway Company, the original lessee, at an annual rental of \$33,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Essex County, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is the President of the Newark and Hudson Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me, this 26th day of February, A. D. 1883.

DEWITT VAN BUSKIRK,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|                                |             |
|--------------------------------|-------------|
| Income from passengers.....    | \$20,295 17 |
| Income from freight.....       | 26,742 05   |
| Income from other sources..... | 1,653 48    |
| Total .....                    | \$48,690 70 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... \$38,508 43  
 Dividends paid during the year 1882, and how paid—none.

## ACCIDENTS.

May 20.—William Cox, aged 20, near Newark, walking on railroad bridge near Newark, stepped on track directly in front of train 110; received scalp wound and bruise on thigh; no bones broken. Wm. Faulkner, conductor; engine 50, Edward Black, engineer.

July 14.—Theodore Coe, brakeman, age 35, at Newark, N. J., while coupling cars, had his right hand caught and thumb crushed, requiring amputation. Was intoxicated, and had been forbidden by conductor to make coupling. Was discharged. Train 113, J. A. Carr, conductor; engine 495, Thomas Holland, engineer.

December 27.—Patrick McDermott, age unknown, at Passaic river bridge, Newark, was struck and fatally injured by train 122. M. B. Suekey, conductor; engine 228, Thomas Seymour, engineer.

## NEW JERSEY AND NEW YORK RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New Jersey and New York Railroad Company presents the following report for the year ending December 31st, 1882:

|   |                |
|---|----------------|
| Capital stock paid in.....                              | \$2,800,000 00 |
| Bonded debt.....  | 275,000 00     |
| Floating debt.....                                      | 7,538 19       |
| Cost of road and equipments.....                        | 3,166,530 72   |
| Dividends paid during the year 1882, and how paid—none. |                |

The road extends from Hackensack, N. J., to Stony Point, N. Y., a distance of thirty miles, of which twelve miles is in the State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|  |              |
|--|--------------|
| Income from passengers.....  | \$128,909 01 |
| Income from freight.....   | 77,059 29    |
| Income from other sources.....   | 21,125 68    |
|  | <hr/>        |
|  | \$227,093 98 |
| Expenditures during the year for working road, including repairs, main-<br>tenance of way, motive power and contingencies..... | 217,818 77   |

State of New Jersey, Hudson County, ss.—Jacob D. Hasbrouck, being duly sworn, on his oath says that he is General Manager of the New Jersey and New York Railroad, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

JACOB D. HASBROUCK.

Sworn and subscribed before me, this 14th day of March, A. D. 1883.

E. M. WATSON,  
Notary Public, N. J.

## ACCIDENTS.

September 18.—James Gross Furman, aged 22 years, in attempting to jump from engine No. 6, of train No. 10, at Hillsdale, N. J., fell in front of station platform, was struck by car steps and injured about head. Geo. W. Cook, conductor; Geo. Freeland, engineer.

November 25.—James O. Brien, aged 32 years, while walking on track near Erie Junction, N. J., was struck by engine No. 6, of train No. 1, and instantly killed. James C. Blauvelt, conductor; S. H. Saunders, engineer.

## NEW JERSEY SOUTHERN RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New Jersey Southern Railway Company presents the following report for the year ending December 31st, 1882:

|   |                |
|---|----------------|
| Capital stock.....  | \$1,590,600 00 |
| Bonded debt.....  | 1,590,600 00   |
| Cost of road and equipments, at sale under foreclosure..... | 752,000 00     |

The road extends from Sandy Hook to Atco, a distance of seventy and twenty one-hundredths miles, with branch from Eatontown to Port Monmouth, a distance of nine and twenty-five one-hundredths miles, and includes the road from Sandy Hook to East Long Branch, formerly known as the Long Branch and Sea Shore Railroad.

## EARNINGS.

|                               |                     |
|-------------------------------|---------------------|
| Passengers.....               | \$253,744 77        |
| Merchandise.....              | 142,807 60          |
| Coal.....                     | 12,561 10           |
| Mail, express, rents, &c..... | 17,042 97           |
|                               | <u>\$426,156 44</u> |

## EXPENSES.

|                              |                   |
|------------------------------|-------------------|
| Maintenance of way.....      | \$101,752 09      |
| Transportation expenses..... | 303,775 61        |
|                              | <u>405,527 70</u> |
| Balance, net earnings.....   | \$20,628 74       |

State of New York, City and County of New York, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the New Jersey Southern Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## ACCIDENTS.

June 24.—Joseph Chattle, agent New Jersey Express Company at East Long Branch, while attempting to board train No. 32, at that station, was thrown under cars and had his back bruised and arm broken, and next day he died. Joseph Truax, conductor; James Truax engineer.

August 3.—Dr. Riley, of Seabright, N. J., while attempting to cross track at East Long Branch in front of train No. 108, was struck by engine and fatally injured. He died three hours subsequently. John Truex, conductor; John L. Allen, engineer.

## NEW YORK AND FORT LEE RAILROAD COMPANY.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York and Fort Lee Railroad Company presents the following report for the year ending December 31st, 1882:

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the road of the New York and Fort Lee Railroad Company was operated by the New York, Lake Erie and Western Railroad Company during the year ending December 31st, 1882; that said New York, Lake Erie and Western Railroad Company has repaired and maintained said road, and has furnished all the motive power used thereon. The particulars of such operations and expenditures have been kept as part of the general accounts of the said New York, Lake Erie and Western Railroad Company, and cannot be more particularly specified as applied exclusively to the Fort Lee Road. There were no accidents during the year to report.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me, this 26th day of February, A. D. 1883.

CHARLES C. MARBLE,  
Notary Public, New York City and County.

## NEW YORK AND GREENWOOD LAKE RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York and Greenwood Lake Railway Company presents the following report for the year ending December 31st, 1882:

|                            |                |
|----------------------------|----------------|
| Capital stock paid in..... | \$100,000 00   |
| Bonded debt.....           | 2,700,000 00   |
|                            | <hr/>          |
|                            | \$2,800,000 00 |

|   |              |
|---|--------------|
| Cost of road, being amount paid by purchaser at foreclosure sale..... | \$156,000 00 |
| Cost of road and equipments, as shown by company's books.....         | 2,849,617 61 |
| Dividends paid during the year 1882, and how paid—none.               |              |

The road extends from Jersey City to the State line, a distance of forty-three miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$84,307 48 |
| Income from freight.....  | 81,656 88   |
| Income from other sources.....  | 9,136 10    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 154,688 64  |

State of New York, New York City and County, ss.—Robert Harris, being duly sworn, on his oath says that he is Vice President of the New York and Greenwood Lake Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

ROBERT HARRIS.

Sworn and subscribed before me this 17th day of April, A. D. 1883.

GEO. E. GRANT,

Notary Public, New York City and County. (No. 57.)



## ACCIDENTS.

March 2.—At Washington street, Patrick Cusick, laborer, age forty-two years, residence Orange; ankle broken by being caught by a plank while trackmen were pushing a grampus ahead of a hand car.

May 3.—At Soho, Henry Kane, brakeman, age thirty-five years, residence Montclair; hand caught in coupling cars; two middle fingers amputated at first joint.

September 4.—At Washington street, Timothy O'Connell, laborer, aged forty years, residence Orange; struck by train No. 13 while walking on track, breaking his left leg below the knee. Reported intoxicated.

## NEW YORK AND LONG BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York and Long Branch Railroad Company presents the following report for nine months ending December 31st, 1882:

|  |                |
|--|----------------|
| Capital stock paid in.....                         | \$2,000,000 00 |
| Bonded debt.....                                   | 1,500,000 00   |
| Cost of road and equipments.....                   | 3,295,093 51   |
| True value of road.....                            | 2,435,667 34   |
| Dividends paid during the year 1882, and how paid— |                |
| Semi-annually, in cash.....                        | 35,000 00      |

RECEIPTS AND EXPENSES FOR NINE MONTHS ENDING DECEMBER 31ST, 1882.

|   |              |
|---|--------------|
| Income from passengers.....   | \$367,937 61 |
| Income from freight.....  | 101,450 51   |
| Income from other sources.....  | 10,009 75    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies, partly estimated..... | 369,185 47   |

REMARKS.

The earnings for the period from January 1st to March 31st, 1882, are included in the operations of railroads operated by the Central Railroad Company of New Jersey, and this company has no knowledge of other matters required in connection therewith.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the New York and Long Branch Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during nine months ending December 31st, 1882, are correct and true, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## ACCIDENTS.

The accidents which occurred on this road between January 1st and March 31st, will be reported by the Central Railroad of New Jersey, under the heading of "Long Branch Division."

*The following Persons were Killed or Injured by Walking or Standing on the Track.*

April 18.—Frank Brower, injured coupling cars at Branchport. Porter, conductor; Lott, engineer.

April 25.—Nicolo Cappiello, injured while walking on track at Hazlet. Decker, conductor; Moore, engineer.

May 19.—George Randorfi, injured fatally, walking on track at Middletown. Johnson, conductor; Young, engineer.

June 12.—Martin Costello, injured while walking on track at Red Bank. Simmons, conductor; Burton, engineer.

June 13.—Unknown Italian, killed while walking on track near Cliffwood. Shurts, conductor; Emly, engineer.

June 16.—Guiseppe Coregleano, killed while standing on track near Cliffwood. Shinafield, conductor; Durand, engineer.

June 24.—Unknown Italian, killed while walking on track near Morgan. Headley, conductor; McClain, engineer.

July 1.—John Ward, injured while walking on track at Asbury Park. Mulford, conductor; Durand, engineer.

July 1.—E. Welsh, injured while walking on track at South Amboy. Van Houten, conductor; Clarke, engineer.

July 10.—John Connors, injured while walking on track at Matawan. Tharp, Jr., conductor; Towell, engineer.

July 13.—Unknown Italian, injured while walking on track at Morgan. Heaney, conductor; King, engineer.

July 15.—Elias Dehima, injured fatally, walking on track at West End. Evans, conductor; McClain, engineer.

September 6.—Unknown Italian, injured fatally, standing on track near Branchport. Evans, conductor; McClain, engineer.

September 7.—H. B. Dumfee, injured fatally, while standing on track near Deal Beach. Ayres, conductor; Conrad, engineer.

September 7.—Thomas McCracken, injured while walking on track near Long Branch. Elwell, conductor; Hounslow, engineer.

September 18.—Thomas O'Brien, killed while walking on track at Red Bank. Bedell, conductor; Clapp, engineer.

September 20.—William Claypole, injured driving across track, regardless of flagman, at Ocean Grove. Stout, conductor; Schuyler, engineer.

September 23.—Michael Hennessey, killed while standing on track at Spring Lake. Ayers, conductor; Conrad, engineer.

September 23.—James McCabe, killed while walking on track at Ocean Grove. Cox, conductor; Bissett, engineer.

October 5.—Thomas Cravatt, injured while crossing track near Little Silver. Murphy, conductor; Kennedy, engineer.

November 13.—Michael Coffee, killed while walking on track at Middletown. Headley, conductor; Burton, engineer.

*The following Persons were Killed or Injured while in Transportation.*

April 8.—Frank Lowris, injured jumping off train while moving, near Little Silver. Evans, conductor; McClain, engineer.

April 14.—Theodore Valentine, killed falling from train while moving, near Middletown. Hartt, conductor; Hughes, engineer.

June 29.—At Parker's Creek; Tuck, conductor; Clickener, engineer. S. L. Bradley, killed; C. M. Woodruff, injured fatally; G. W. Demarest, injured fatally; J. E. Mallory, injured fatally; W. R. Garrison, injured fatally; J. L. Mitchell, injured fatally; Jos. Brooks, injured considerably; W. A. Towner, injured considerably; Mrs. A. H. Stilwell, injured slightly; Isaac Walter, injured slightly; Moritz Walter, injured slightly; Noah Content, injured considerably; Morris H. Brown, injured considerably; G. R. Blanchard, injured slightly; Thos. Day, injured slightly; E. H. Conklin, injured slightly; R. Robertson, injured considerably; C. J. Fox, injured considerably; P. C. Kingsland, injured slightly; C. F. Smith, injured slightly; Mrs. John F. Scott, injured very slightly; Miss Annie Scott, injured very slightly; Richmond Talbot, injured very slightly; J. A. Garland, injured very slightly; R. B. Minturn,

injured slightly; J. A. Benedict, injured considerably; C. H. Randall, injured considerably; J. D. Buckelew, injured considerably; C. D. Disosway, injured considerably; J. R. Carmichael, injured considerably; D. B. Waggoner, injured slightly; J. E. Scott, injured considerably; J. A. Shackelford, injured considerably; C. M. Cummings, injured considerably; G. C. Scofield, injured considerably; L. M. Meeker, injured slightly; H. J. Breaker, injured slightly; M. E. Reynolds, injured slightly; J. M. Brooks, injured very slightly; Rev. Jas. Matthews, injured considerably; H. C. Fulkerson, injured considerably; H. A. Higley, injured considerably; J. K. Hayward, injured slightly; A. H. Stilwell, injured considerably; Thos. N. Bolles, injured considerably; J. R. Nichols, injured considerably; Addison Brown, injured considerably; M. G. Heilner, injured slightly; G. C. Heilner, injured very slightly; M. B. Heilner, injured very slightly; Geo. B. Jacques, injured very slightly; S. F. Osborn, injured very slightly; Mrs. Philip Wagner, injured very slightly; Miss Imogene Wagner, injured slightly; C. H. Tucker, injured slightly; D. McL. Shaw, injured slightly; E. D. Webb, injured very slightly; Charles Wallack, injured very slightly; Gilbert M. Spier, Jr., injured very slightly; W. A. Shaw, injured very slightly; Mrs. Newkirch, injured very slightly; C. R. Hone, injured very slightly; S. N. Lehman, injured very slightly; S. J. Seligman, injured very slightly; C. M. Schott, Jr., injured very slightly; Henry Mordecai, injured very slightly; R. M. Galloway, injured very slightly; Arther L. Sewell, injured very slightly; J. L. Merrill, injured slightly; Jas. S. Burke, injured slightly; Frank L. Hall, injured slightly; F. F. Katzenbach, injured very slightly; W. A. McCall, injured very slightly; H. L. Combs, injured very slightly; C. H. Foster, injured very slightly.

July 31.—W. K. Verbeke, injured falling from train at Point Pleasant. Evans, conductor; McClain, engineer.

August 14.—Castandino Mangano, injured falling from train at West End. Johnson, conductor; Young, engineer.

September 4.—Mrs. W. J. Powell, injured very slightly, falling from train at Deal Beach. Tuck, conductor; Clickener, engineer.

October 18.—Mrs. Tiers, injured slightly, falling from train at Red Bank. Headley, conductor; Burton, engineer.

October 27.—Nicholas Floggs, injured falling from train while moving, near Hazlet. Johnson, conductor; Hughes, engineer.

July 27.—Mr. Flanagan, injured very slightly, crossing track at Hance's Crossing. McBarth, conductor; Maddis, engineer.

June 6.—At Raritan draw, Harvey Newling, killed by being caught in segment gearing while washing.

December 9.—George Wheeler, stunned, stepping off train while moving, at Branchport. Van Houten, conductor; Cline, engineer.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD  
COMPANY.*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York, Susquehanna and Western Railroad Company presents the following report for the year ending December 31st, 1882:

|                                     |                        |
|-------------------------------------|------------------------|
| Capital stock issued for value..... | \$17,153,154 00        |
| Bonded debt.....                    | 6,850,000 00           |
| Funded debt.....                    | 2,491,754 07           |
| Floating debt.....                  | 191,936 35             |
|                                     | <u>\$26,686,844 42</u> |

|   |               |
|---|---------------|
| Cost of road and equipments.....                        | 24,391,721 67 |
| Dividends paid during the year 1882, and how paid—none. |               |

The road extends from Marion, N. J., to the State line between the States of New Jersey and New York, a distance of seventy-one and one-tenth miles, with a branch from Ogdensburg (fifty-four miles from N. Y.) to Gravel Place, Pa., a distance of fifty miles; also branch from Columbia Junction (ninety-one and six-tenths miles from New York) to Delaware, N. J., a distance of three and one-tenth miles; also branch from Scranton, Pa., to coal mines, about five and five-tenths miles; in all, one hundred and twenty-nine and seven-tenths miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |              |
|---|--------------|
| Income from passengers.....   | \$187,147 11 |
| Income from freight.....  | 500,083 82   |
| Income from other sources.....  | 36,206 08    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 621,226 11   |

## REMARKS.

See annual report for 1881, for formation of this company.

State of New York, New York City and County, ss.—Frederic A. Potts, being duly sworn, on his oath says that he is President of the

New York, Susquehanna and Western Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

F. A. POTTS.

Sworn and subscribed before me this 31st day of January, A. D. 1883.

R. C. SHIMEALL,

A Commissioner of Deeds for the State of New  
Jersey, residing in the State of New York.

#### ACCIDENTS.

February 16.—Train No. 12 struck a man and killed him about one mile east of Newfoundland, named William Robinson. Coroner did not deem inquest necessary. Cody, conductor; Coester, engineer; both still in company's employ.

February 20.—Train No. 7 struck and killed a man just east of Bogota, named Ralph Kyenhoven. Inquest held same day at Hackensack, and rendered verdict exonerating company from all blame. Duffield, conductor; Schoner, engineer; both still in company's employ.

February 24.—Train No. 11 struck a man at Franklin water crane, crushing his skull, from which he died the next morning at 4:30. Man lived at Branchville, was walking down on the switch from Franklin store, and stepped from switch right in front of engine to main track; engineer saw him but could not stop. Man was named Nelson Jarvis. Corwin, conductor; Herbert, engineer; conductor still in company's employ; engineer not.

April 20.—Man named John Manson was struck and killed at the east end of the West End trestle. He had been noticed around the yard the previous day in a drunken condition. Not known what engine or train struck him.

October 1.—Train No. 1—Engineer Conklin saw the body of a man by the side of the track at west end of Oakland bridge; was found to be the body of Thomas Doty; from appearances he must have been struck by train No. 12, of September 30th. The inquest was held at Oakland, October 4th; found verdict of accidental death.

October 3.—Train No. 24 killed two Italians, names unknown, at Ridgefield Junction; train put in six cars ties and backed against some



empties; the men were supposed to have been sleeping under the cars. Inquest at Hackensack, October 5th; verdict, accidental death. Brink, conductor; Newcomb, engineer; both still in company's employ.

March 5.—Train No. 19 struck a man named Giles Van Riper, on first crossing west of Deckertown, breaking his left arm and bruising him some. He walked across the track ahead of train, but not far enough to clear the bumper of the engine, which hit him. No one saw him, it appears, except the engineer and fireman. The whistle was blown and bell rung. He was left in charge of his son, who took him home. Cook, conductor; Gannon, engineer; both still in company's employ.

January 18.—Train No. 10 struck a wagon to which there were two mules attached, on first crossing west of East Bloomingdale, breaking wagon badly, mules not hurt. Man reported to have had three ribs broken. The whistle was blown and bell was rung approaching the crossing. Team belonged to M. John Ryerson. Corwin, conductor; Searle, engineer; both still in company's employ.

James Kane, brakeman on train Nos. 21 and 22, had his leg injured at Dundee Lake, in loading lumber; two cars ran off track pulling out of Dundee Lake switch. He, with other men, were unloading the lumber after it was on the ground; instead of getting above on the bank he got below it, and a piece caught his leg; he was hurt by his own carelessness.

December 23.—Train No. 50 struck the drawtender's wife and little girl, breaking both their legs; they were on trestle just east of freight house; the train was thirty minutes late. Johns, conductor; Mareau, engineer; both still in company's employ.

# NEW YORK, WEST SHORE AND BUFFALO RAILWAY COMPANY.

## *To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the New York, West Shore and Buffalo Railway Company presents the following report for the year ending December 31st, 1882:

|   |                 |
|---|-----------------|
| Capital stock paid in, and issued for construction..... | \$17,350,200 00 |
| Bonded debt.....  | 25,325,000 00   |
| Floating debt—none.                                     |                 |
|   | <hr/>           |
|   | \$42,675,200 00 |
| Cost of road and equipments.....                        | 42,656,222 83   |
| Dividends paid during the year 1882, and how paid—none. |                 |

The road extends from Weehawken, N. J., to Buffalo, N. Y., a distance of four hundred and twenty-five and ninety-five one-hundredths miles.

## REMARKS.

The road is now being constructed.

Road not in operation.

State, City and County of New York, ss.—Horace Porter, being duly sworn, on his oath says that he is President of the New York, West Shore and Buffalo Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

HORACE PORTER,

President

Sworn and subscribed before me, this 10th day of March, A. D. 1883.

EDWIN F. COREY,

Commissioner for the State of New Jersey in New York.

## NORTHERN RAILROAD COMPANY OF NEW JERSEY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Northern Railroad Company of New Jersey presents the following report for the year ending December 31st, 1882:

|                           |                |
|---------------------------|----------------|
| Capital stock issued..... | \$1,000,000 00 |
| Bonded debt.....          | 380,000 00     |
| Floating debt.....        | 51,054 58      |
| Cost of road.....         | 348,095 16     |
| Cost of equipment.....    | 200,000 00     |

This road has no equipment.

The road extends from Bergen Junction, N. J., to Sparkill, N. Y., a disance of twenty-one and one-quarter miles.

It is operated by the New York, Lake Erie and Western Railroad Company under a contract, for which said company receives sixty-five and five fifty-sixths per cent. of its gross earnings.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that Company, and is included in their report.

State of New Jersey, County of Hudson, ss.—Orville A. Roorbach, being duly sworn, on his oath says that he is Treasurer of the Northern Railroad Company of New Jersey, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

O. A. ROORBACH.

Sworn and subscribed to before me, this 24th day of January, A. D. 1883.

AUGUSTUS ZABRISKIE,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|  |              |
|--|--------------|
| Income from passengers.....  | \$229,763 01 |
| Income from freight.....   | 50,162 91    |
| Income from other sources.....   | 15,002 90    |
| Expenditures during the year for working the road, including interest... | 254,899 93   |
| Dividends paid during the year 1882, in cash.....                        | 40,000 00    |

## ACCIDENTS.

March 3.—Alfred M. A. Beal, passenger, at Demarest, slightly injured by jumping from train in motion. Engine, No. 45; engineer, H. Williamson; conductor, Dudley King.

April 15.—Terence Dwyer, switchman, age 38, at Bergen, bruised about head and breast by plank projecting from car in train No. 154, which shifted in rounding curve. Engine No. 58; engineer, G. Truax; conductor, J. M. Snook.

April 24.—Vincenzi Ferentini, aged 50, near Fairview, crossing track ahead of train No. 145, was struck by pilot; one rib broken and skull fractured. Whistle was blown, and bell ringing. Engine No. 5; engineer, Oscar Davis; conductor, A. Blauvelt.

June 9.—Henry Wood, age 10, near Closter, while on track, was struck and fatally injured by train No. 146. A. Blauvelt, conductor; engine No. 327; Benjamin Scribner, engineer.

June 16.—Henry Opeman, flagman, age 38, near Englewood; intoxicated while off duty; lay down beside track; was struck and killed by train No. 155. W. P. Cole, conductor; J. Purcells, engineer; engine No. 24.

July 27.—John Ray Dyke, laborer, age 35, at Fairview; not seriously injured; caught, while unloading steel rails, between the end of a rail which swayed round and the car.

August 16.—Peter Jansen, age 30, at Granton, stepped on track directly in front of train No. 145, and was struck and killed. F. R. Cooper, conductor; engine No. 218; James Powles, engineer.

September 18.—James Muldoon, fireman, age 34, at Englewood, while taking water, was fatally injured by chain breaking and letting spout fall, throwing him backward on tank of engine, train No. 157. D. King, conductor; engine No. 154; Hugh Williamson, engineer.

December 9.—Frank Snyder, blacksmith, age 50, at Tyler Park, was struck and fatally injured, while walking on track, by train No. 143. A. Blauvelt, conductor; engine No. 51; Benjamin Scribner, engineer.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western

Railroad Company, being duly sworn, says that the foregoing statement of accidents occurring on the Northern Railroad of New Jersey for the year ending December 31st, 1882, is correct and true, to the best of his knowledge, information and belief.

AUG. R. MACDONOUGH.

Sworn and subscribed before me, this 26th day of February, A. D. 1883.

CHARLES C. MARBLE,  
Notary Public, New York City and County.

## OGDEN MINE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Ogden Mine Railroad Company presents the following report for the year ending December 31st, 1882:

|  |              |
|--|--------------|
| Capital stock paid in.....                                     | \$450,000 00 |
| Cost of road and equipments.....                               | 452,993 92   |
| Dividends paid during the year 1882, and how paid—             |              |
| July 1st, 1882, two and a half per cent. on capital stock..... | 11,250 00    |

The road extends from Ogden Mines to Nolan's Point, a distance of ten miles.

## REMARKS.

The road is leased to the Central Railroad of New Jersey, at an annual rental of five per cent. on the capital stock, to which company you are referred for further information.

State of New Jersey, Morris County, ss.—George Richards, being duly sworn, on his oath says that he is President of the Ogden Mine Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

GEORGE RICHARDS,

President.

Sworn and subscribed before me, this 20th day of January, A. D. 1883.

MAHLON PITNEY,

Master in Chancery of New Jersey.

## PASSAIC AND DELAWARE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Passaic and Delaware Railroad Company presents the following report for the year ending December 31st, 1882 :

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$111,050 00 |
| Floating debt.....               | 1,102 36     |
| Cost of road and equipments..... | \$112,152 36 |

The road extends from Summit Junction to Bernardsville, a distance of fourteen and four one-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company at an annual rental of five per cent. per annum on its stock, and report of its operations is included in report of the Morris and Essex Railroad Company.

State of New Jersey, Union County, ss.—Frederick H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Passaic and Delaware Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

FRED. H. GIBBENS.

Sworn and subscribed before me, this 1st day of February, A. D. 1883.

JOHN H. VAN WINKLE,

Notary Public of New Jersey.

Accidents—none.

## PATERSON AND HUDSON RIVER RAILROAD COMPANY.

*To the Legislature of the State of New Jersey:*

Report of the Paterson and Hudson River Railroad Company for the year 1882:

|   |              |
|---|--------------|
| The capital stock of this company is.....                                     | \$630,000 00 |
| The cost of the road, including land, depot, buildings and appurtenances, is, | 630,000 00   |
| No funded or other debts.   |              |
| Income rent of the road is.....   | 53,400 00    |
| Dividend, January 4th, 1882, four (4) per cent.....                           | 25,200 00    |
| Dividend, July 5th, 1882, four and a half (4½) per cent.....                  | 28,850 00    |

The said road, being under lease to and managed by another company, sanctioned by the Legislature of this State, this company has no other knowledge of matters than the above statement.

J. S. ROGERS,

President.

New Jersey, ss.—Jacob S. Rogers, being duly sworn, on his oath saith that he is President of the Paterson and Hudson River Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed January 3d, 1883, before me.

JOHN HOPPER,

Master in Chancery of New Jersey.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Hudson River Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, and that the following statement of accidents occurring on the Paterson and Hudson River Railroad for the year ending December 31st, 1882, is correct and true, to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me, this 26th day of February, A. D. 1883.

CHARLES C. MARBLE,

Notary Public, New York City and County.



## ACCIDENTS.

January 7.—George W. Bodle, brakeman, age 21, while making a coupling—not using a coupling-stick—at Pen Horn, N. J., in train extra No. 10, had his right hand caught between draw-heads and first finger crushed; finger was amputated; proper signals given. John Quackenbush, conductor; engine No. 444; William Brauch, engineer.

January 9.—Catharine Van Orden, age 52, was walking on the track near Clifton, N. J., and was struck by train No. 68; she died an hour afterward. Whistle was blown, brakes applied and engine reversed, but distance was too short to stop train before reaching her. J. M. Garrison, conductor; engine No. 391; William Dooley, engineer.

January 10.—Barney Smith, brakeman, age 25, while making a coupling at Pen Horn, N. J., had his right hand caught between draw-head and first finger badly squeezed; no bones broken; he did not use a coupling-stick. Switch engine No. 298; Andrew Ricket, engineer.

January 21.—S. E. Clift, first name and age unknown, attempted to cross the track at Jersey City, N. J., ahead of train No. 14, and was struck and slightly injured. Engine bell was ringing at the time. C. Hale, conductor; engine No. 14; William Deely, engineer.

January 23.—Dennis Higgins, age 40, attempted to drive across the track at Passaic, N. J., about twelve feet in front of train No. 65; he was thrown out of his wagon and bruised on back of the head and slightly out on nose; he was somewhat intoxicated. H. B. Lupton, conductor; engine No. 309; Charles Frazier, engineer.

January 25.—Morris Bolton, switchman, age 31, while turning switch at Bergen, N. J., had the first finger of the right hand crushed between the switch lever and journal box of a car; the finger was amputated. Switch engine No. 101; William Overton, engineer.

January 28.—Thomas R. Seifert, switchman, age 24, while making a coupling at Jersey City, N. J.—not using a coupling-stick—with switch engine No. 307, had his right arm caught between the bumpers, and badly bruised below the elbow; no bones broken. Lemuel Good, engineer.

February 14.—Martin A. Janston, age 28, while walking on the track near Passaic bridge, N. J., was struck and fatally injured by

train No. 49; he was taken to Passaic, where he died February 15th. Engineer blew whistle and reversed engine, but could not stop before striking him. D. B. Owen, conductor; engine No. 337; William Richardson, engineer.

February 14.—William Flynegan, age 16, was struck by switch engine No. 20, in the yard at Jersey City, N. J., knocked down and had both legs broken and body bruised. Bell of engine was ringing at the time. William Lewis, engineer.

February 20.—Nathaniel Hatch, engineer, age 44, was engaged in chipping a blister from left guide of engine No. 77, at Jersey City, N. J., when a small piece of steel flew up, striking his left eye, cutting the pupil badly.

February 24.—John Sharkey, laborer, age 28, while assisting in unloading a car at Jersey City, N. J., by some means became entangled in a rope which he was using in lowering the loading, and was thrown on the track and was run over by wheel of car being switched, and right leg broken. Engine No. 6; S. Gooden, engineer.

February 25.—Edward Cooper, age 55, was leaning against some cars at Jersey City, N. J., when switch engine No. 328 backed on to them. He was knocked down on the rail and one truck passed over his right leg, cutting it off below the knee; he was not seen by the men on the engine until after the accident. Ed. Merritt, engineer.

March 17.—James Gibson, age 41, while intoxicated and sitting near the track with his feet on the rail, at Provost street, Jersey City, N. J., was run over by cars being moved by switch engine No. 381; both legs were cut off below the knee. He was taken to St. Francis Hospital, Jersey City, where he died soon after. John Jones, engineer.

March 18.—Decker McCann, brakeman, age 25, on train (extra) No. 43, in coupling cars at Jersey City, N. J., not using a coupling-stick, had his right hand caught between draw-heads, and three last fingers crushed; the fingers were amputated. All proper signals were given. T. Dolen, conductor; engine No. 594; Isaac Miller, engineer.

March 20.—Prtrick Sullivan, laborer, age 30, was assisting in unloading timber from a box car in gravel train, at Bergen, N. J., when one end of a stick flew up and caught the thumb of his left

hand against the roof of a car, breaking the bone. J. Van Winkle, conductor; engine No. 359; G. W. Gage, engineer.

March 22.—John Dwyer, brakeman, age 17, had the third finger of his right hand caught between draw-heads and bruised, but no bones broken, while coupling cars, not using a coupling-stick, at Jersey City, N. J., in train extra No. 43. C. E. Space, conductor; engine No. 547; Frank Weath, engineer.

March 23.—George Stevens, brakeman, age 21, on train (extra) No. 35, in coupling cars at Bergen, N. J., not using a coupling-stick, had the third finger of right hand badly squeezed from the nail to below the second joint. S. Y. Ferguson, conductor; engine No. 552; A. O'Hara, engineer.

March 31.—John H. Murphy, yard-master, age 29, was descending the ladder from elevated signal west of Midland bridge, Bergen, N. J., when his foot slipped, causing him to fall to the ground, spraining his right knee.

April 4.—J. B. Masteron (first name unknown), passenger, age about 35, fell or jumped from train No. 9, at east end of tunnel, Jersey City, N. J., and was injured about the head. Theo. S. Tinney, conductor; engine No. 44; Charles Leonard, engineer.

April 6.—Albert Bristol, age 70, while crossing the track at Jersey City, N. J., was struck by switch engine No. 20, and had his feet run over and toes of both feet cut off. Engine bell was ringing at the time. C. Howard, engineer.

April 10.—Joseph Dillon, brakeman, age 30, was slightly bruised about the body by being caught between brake-wheel and body of car in collision at Jersey City, N. J. Train, No. 34; J. H. Van Innegan, conductor; engine No. 482; Ed. Hicks, engineer.

April 12.—John W. Kellett, age 55, while walking on the track near Rutherford, N. J., was struck and killed by train No. 23. D. Cooper, conductor; engine No. 390; Henry Carlough, engineer.

April 27.—Henry Muth, age 60, attempted to drive across the track at Passaic, N. J., ahead of train No. 16, and was killed. The train was in sight at the time, and he was warned not to cross by the flagman. Frank Rosecrans, conductor; engine No. 77; James Hagerty, engineer.

May 6.—Absalom Northrup, foreman at local station, Jersey City, N. J., age 65, while superintending the loading of a portable engine at Jersey City, was struck on the head by the pole of the engine, which fell on account of plank slipping. He received a severe wound on the head.

May 29.—John H. Lockhart, brakeman, age 19, on train No. 65, while making running switch at Lake View, N. J., and about to step from engine to car next to it, took hold of rod which supports bell rope on engine, which broke, letting him fall on the track, and he was instantly killed. H. B. Lupton, conductor; engine No. 389; John Hopper, engineer.

May 29.—John H. Monahan, switchman, age 35, while coupling cars at Jersey City, N. J., had his foot caught between the rails of switch, throwing him to the ground, dislocating his ankle and breaking the flesh. No bones broken. Switch engine, No. 300; Isaac Cole, engineer.

June 1.—Peter Dusenberry, brakeman, age 25, had his right forefinger caught and bruised, but no bones broken, while coupling cars at Bergen, N. J., in train (extra) No. 35. G. J. Hubbard, conductor; engine No. 633; J. Amyannon, engineer.

June 30.—William H. Steinheimer, age 70; Julia Meckert, age unknown; Mary Deraines, age unknown; Matilda Eyper, age unknown; Georgianna Eyper, age unknown. A man driving a carriage containing three persons, attempted to drive across the track in front of train No. 63, near Secaucus, N. J. The carriage was struck and the occupants therein thrown out. Mr. Steinheimer had rib and shoulder broken; Julia Meckert and Mary Deraines were bruised, and Matilda and Georgianna Eyper were fatally injured, and died at the County Hospital near by, July 3d. S. W. Corwin, conductor; engine No. 313; William Blarek, engineer.

July 8.—Abram P. Cole, age 66, killed at Bergen, N. J., while walking on track, by train No. 24. Proper signals were given, and efforts made to stop train before striking him. Daniel Cooper, conductor; engine No. 390; Henry Carlough, engineer.

July 21.—William Size, brakeman, age 20, jumped from train No. 55, at Bergen, N. J., and had his head cut and his left leg so badly injured as to require amputation. Train was in motion at the time. Size was not employed on this train. J. M. Garrison, conductor; engine No. 309; C. Frazier, engineer.

July 26.—Thomas Shay, age 50, while intoxicated, attempted to cross the passenger yard, at Jersey City, N. J., was knocked down by switch engine No. 246, and run over. His left leg was crushed near the ankle, making amputation necessary. J. P. Sullivan, engineer.

July 28.—Critington Felter, brakeman, age 20, had his left first finger bruised by being caught between draw-heads, at Pen Horn, N. J. Switch engine No. 294; William Payne, engineer.

August 4.—Peter Prouty, switchman, age 23, in attempting to let off brake, with a stick, in violation of orders, at Jersey City, N. J., fell from top of car to the ground, in consequence of the stick breaking, and was slightly injured about the head. Switch engine No. 307; T. Brierton, engineer.

August 12.—Martin Murph, fireman, age 40, found dead on the track, at east end of tunnel, Jersey City, N. J.

August 12.—John D. Lind, laborer, age 45, was intoxicated and asleep under some cars, at Jersey City, N. J., and when these cars were started by switch engine No. 106, he was run over and killed before he was discovered by the men doing the switching. William Correll, engineer.

August 21.—Thomas Pendergrast, switchman, age 37, in getting off from switch engine No. 454, at Jersey City, N. J., while engine was in motion, slipped and fell, and one wheel of the tender passed over his right heel, fracturing the bone. Wm. Correll, engineer.

August 28.—James Fallon, brakeman, age 37, while at work switching cars at Bergen, N. J., with engine No. 292, lost his balance and fell from top of car into a coal dump, fracturing four ribs. James Drummond, engineer.

August 29.—Nicholas Biggs, switchman, age 28; as switch engine No. 134 was pulling a dead engine up loading place at Paterson, N. J., the switch rope broke, and flying back struck Biggs in left side, knocking him down; no bones broken; injuries slight. J. W. Brent, engineer.

September 4.—Michael Dolan, switchman, age 22, while coupling cars at Jersey City, N. J., in switch train, engine No. 302, was caught between draw-heads, and had three ribs fractured and right hand badly bruised. J. O. Haning, engineer.

September 6.—Henry Estler, brakeman, age 23, while coupling cars at Rutherford, N. J., not using a coupling-stick, in train No. 57, had his left hand caught between draw-heads and slightly bruised. No bones broken. L. Davenport, conductor; engine No. 245; Stephen Rink, engineer.

September 20.—Owen Barry, laborer, age 36, while unloading freight at Jersey City, N. J., with a hand truck, slipped and fell, and was struck by the truck, and leg was sprained.

September 26.—John McDonald, assistant foreman Dock No. 6, Jersey City, N. J., had his foot severely bruised by a pile of boxes of tin falling over on it. No bones broken.

September 29.—Louis W. Bartlett, carpenter, age 65, jumped from train No. 19, at Jersey City, N. J., while train was in motion, and fell under the train, was run over and instantly killed. C. B. Wood, conductor; engine No. 406; Charles Schriver, engineer.

September 30.—Patrick Keegan, laborer, age 30, and Dennis Cahill, laborer, age 25, were at work near the shop at Jersey City, N. J., and placed a pair of wheels on the track behind some cars which were being switched by switch engine No. 5. They had no signals out, and gave no notice of their being there, and when the cars moved they were caught and run over, Keegan being fatally injured, and died an hour afterward at St. Francis Hospital, Jersey City; and Cahill was cut about the head and badly bruised about the back and shoulders. George Gordon, engineer.

October 2.—Joseph Murphy, switchman, age 30, while making a coupling, not using a coupling-stick, at Jersey City, N. J., with switch engine No. 318, had his right arm caught between bumpers and so badly injured as to require amputation between the shoulder and elbow. T. S. Clark, engineer.

October 14.—William Ruffner, switchman, age 24, working with switch engine No. 381, while applying a brake on top of a box-car at Jersey City, N. J., was thrown to the ground in consequence of the brake staff breaking, and fatally injured. He died at Jersey City October 18th. A. Amyannon, engineer.

October 19.—Jesse C. McIntyre, brakeman, age 19, while making a coupling at Bergen, N. J., not using a coupling-stick, had forefinger

and thumb of left hand caught between bumpers and badly bruised. No bones broken. Train (extra) No. 35; C. E. Beebe, conductor; engine No. 621; M. Hoagland, engineer.

November 8.—Henry J. Yoerg, brakeman, age 27, stepped from car at Jersey City, N. J., in front of engine No. 146, which was backing up the track, and his left leg was run over and foot cut off. Engine bell was ringing at the time. N. Sarvent, engineer.

November 9.—Cornelius Langton, brakeman, age 38, was caught between cars while uncoupling, at Jersey City, N. J., and injured about the lower part of the body. Train No. 10; P. Whitaker, conductor; engine No. 625; D. C. Leonard, engineer.

November 16.—Thomas Devlin, switchman, age 26, had his right hand caught between draw-heads and crushed, while making a coupling in switch train, at Jersey City, N. J. He was not using a coupling-stick. Engine No. 312; Jacob Haring, engineer.

December 11.—Charles E. Couch, brakeman, age 31, while making a coupling at Passaic, N. J., in train (extra) No. 36, had his right arm caught between bumpers, was thrown on the track and his right leg was run over at the knee. His leg was amputated, and he was taken to St. Francis Hospital, Jersey City, where he died the same night. George S. Gillett, conductor; engine No. 493; John Sullivan, engineer.

December 22.—James Carduck, age 11, attempted to jump on cars being moved by switch engine No. 169, at Jersey City, N. J., fell and had his right leg broken in two places. James Goles, engineer.

December 24.—John Cole, age 46, fell or lay down on the track at Jersey City, N. J., and before being discovered was run over by switch engine No. 308. His left leg was nearly severed from his body, and his body bruised. He was intoxicated. F. Clark, engineer.

December 26.—James Space, brakeman, age 32, while coupling cars at Pen Horn, N. J., in train (extra) No. 35, not using a coupling-stick, had his right forefinger caught between bumpers, bursting the flesh, but not breaking the bones. Ira Smith, conductor; engine No. 619; William Truax, engineer.

PATERSON, NEWARK AND NEW YORK RAILROAD  
COMPANY.

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*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Paterson, Newark and New York Railroad Company presents the following report for the year ending December 31st, 1882:

|  |              |
|--|--------------|
| Capital stock paid in.....   | \$250,000 00 |
| Bonded debt.....   | 500,000 00   |
| Floating debt—none.  |              |
| Cost of road and equipments, as settled August 8th, 1879, by decree of<br>Judge Scudder..... | 545,433 29   |

The road extends from Paterson to Newark, a distance of ten and nine hundred and nine one-thousandths miles.

It is leased to the New York, Lake Erie and Western Railroad Company, the successor of the Erie Railway Company, the original lessee, at an annual rental of \$35,000.

It is equipped and operated by the New York, Lake Erie and Western Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, County of Essex, ss.—Cortlandt Parker, being duly sworn, on his oath says that he is President of the Paterson, Newark and New York Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

CORTLANDT PARKER.

Sworn and subscribed before me this 26th day of February, A. D. 1883.

DEWITT VAN BUSKIRK,

Master in Chancery of New Jersey.



## RECEIPTS AND EXPENSES FOR 1882.

|                                |             |
|--------------------------------|-------------|
| Income from passengers.....    | \$53,803 75 |
| Income from freight.....       | 64,723 01   |
| Income from other sources..... | 6,612 30    |

Total..... \$125,139 06

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... 66,946 87

Dividends paid during the year 1882, and how paid—none.

Accidents—none to report.

●

PATERSON AND RAMAPO RAILROAD COMPANY.

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*To the Legislature of the State of New Jersey :*

Report of the Paterson and Ramapo Railroad Company for the year 1882 :

|   |              |
|---|--------------|
| Capital stock.....  | \$298,000 00 |
| Cost and true value of said railroad, being the line of railroad located in the counties of Passaic and Bergen, and extending from Paterson northerly to the New York State line..... | 350,000 00   |
| Income—rent from Erie Railroad Company, including rent on lease of the Union Railroad Company, assigned to this company.....  | 30,000 00    |
| Dividend, January 4th, 1882, four and one-half per cent.....  | 13,410 00    |
| Dividend, July 5th, 1882, four and one-half per cent.....   | 13,410 00    |
| Expenses for contingencies, taxes, &c.....  | 2,385 95     |
| No funded or other debts.   |              |

The said road being under lease to the New York and Erie Railroad Company, under sanction of the Legislature, and operated by its successor, the New York, Lake Erie and Western Railroad Company, this company has no knowledge of the other matters required.

J. S. ROGERS,  
President.

New Jersey, ss.—Jacob S. Rogers, being duly sworn, on his oath saith that he is President of the Paterson and Ramapo Railroad Company, and that the foregoing report is true, to the best of his knowledge and belief.

J. S. ROGERS.

Sworn and subscribed January 3d, 1883, before me.

JOHN HOPPER,  
Master in Chancery of New Jersey.

State of New York, City and County of New York, ss.—Augustus R. Macdonough, Secretary of the New York, Lake Erie and Western Railroad Company, being duly sworn, says that the earnings and expenses of the Paterson and Ramapo Railroad are merged in the general accounts of the New York, Lake Erie and Western Railroad Company, and that the following statement of accidents on the Paterson and Ramapo Railroad for the year ending December 31st,

1882, is correct and true, to the best of his knowledge, information and belief.

AUGUSTUS R. MACDONOUGH.

Sworn and subscribed before me, this 26th day of February, A. D. 1883.

CHARLES C. MARBLE,

Notary Public, New York City and County.

#### ACCIDENTS.

January 4.—Charles McWilliam, brakeman, age 42, was making a coupling at Paterson, N. J., not using a coupling-stick, in train No. 60, when his left hand was caught between the draw-heads, bruising the first finger and breaking the second finger at first joint, and lacerating the flesh. Proper signals were given. L. Davenport, conductor; engine No. 205; Stephen Rouk, engineer.

January 6.—John W. Landergou, brakeman, age 38, was making a coupling at Paterson, N. J., in train (extra) No. 35, when his left hand was caught between draw-heads and badly bruised, but no bones broken. He did not use coupling-stick. John Morse, conductor; engine No. 527; John Mooney, engineer.

January 8.—Charles Roberty, brakeman, age 30, of train (extra) No. 36, while chaining cars near Paterson, N. J., was caught between the cars and left shoulder bruised. W. L. Baxter, conductor; engine No. 589; J. Clifford, engineer.

January 29.—William McConnell, passenger, age 29, on train No. 3, while intoxicated got off from the train at Paterson, N. J., and after the train had started attempted to get on again, when he fell, striking his head on the platform. He was taken to his residence at Paterson, where he died January 31st. J. B. Staples, conductor; engine No. 480; E. A. Kent, engineer.

February 8.—Augustus Davis, brakeman, age 24, while making a coupling, not using a coupling-stick, at Allendale, N. J., had his right hand caught between the bumpers and somewhat bruised. No bones broken. Train No. 38; J. Van Duzer, conductor; engine No. 31; Joseph Johnson, engineer.

February 9.—Oscar F. Merrill, brakeman, age 31, while pulling a coupling-pin, at Paterson, N. J., had the thumb of his left hand caught

between pin and sill of car and badly bruised. No bones broken. Train (extra) No. 10; J. H. Junias, conductor; engine No. 594; Isaac Miller, engineer.

February 10.—Thomas Mulford, brakeman, age 32, while making a coupling at Paterson, N. J., not using a coupling-stick, slipped and fell on the rail. The wheels passed over both legs, breaking the left one and cutting the right one badly. He was taken to St. Joseph's Hospital, Paterson, N. J. Train No. 38; J. Van Duzer, conductor; engine No. 31; Joseph Johnson, engineer.

February 13.—Liberis Morico, age 32, was picking coal on the track at Paterson, N. J., and was struck and fatally injured by train No. 9. He was taken to St. Joseph's Hospital, Paterson, N. J., where he died February 15th. Engine bell was ringing and whistle was sounded at the time. B. S. Mapes, conductor; engine No. 44; Charles Leonard, engineer.

April 1.—Theodore Crine, carpenter, age 32, was injured about the back by falling from a pile of lumber while assisting to load a flat car, at Paterson, N. J.

April 10.—Jacob Keller, brakeman, age 27, in making a coupling at Paterson, N. J., had the third finger of his right hand caught and bruised between coupling-pin and bumper. No bones broken. He did not use a coupling-stick. Train No. 72; A. McNeal, conductor; engine No. 389; J. Hopper, engineer.

April 17.—May Slack, age 6, was struck and injured about the head by train No. 21, at Clay street crossing, Paterson, N. J. Child attempted to cross ahead of train in spite of efforts of flagman to stop her. Whistle had been sounded and bell was ringing. L. Davenport, conductor; engine No. 245; S. Rouk, engineer.

May 8.—Joseph Livingston, age 17, was stealing a ride on caboose of train (extra) No. 35, jumped off at West Paterson, N. J. He was partially stunned, face and hands scratched. No bones broken. G. S. Jillett, conductor; engine No. 89; John Sullivan, engineer.

June 13.—Jacob Koch, age 62, while picking coal on the track near Hawthorne, N. J., was struck and fatally injured by train No. 4. He died at St. Joseph's Hospital, Paterson, N. J., June 18th. Whistle was sounded. D. Doremus, conductor; engine No. 100; S. Merritt, engineer.

July 5.—Rosa Van Hune, age 18, in attempting to cross the track in front of train No. 25, was struck and almost instantly killed, at Hohokus, N. J. S. W. Corwin, conductor; engine No. 389; J. Johnson, engineer.

July 6.—Michael Maloney, clerk, age 19, assisting to place a heavy piece of iron on truck, at Paterson, N. J., had his left foot bruised badly by the iron falling on it.

October 23.—William Carter, conductor, age 40; Michael Rock, passenger, age 40; Patrick Burns, passenger, age 35. Switch engine No. 368 (G. H. Cooper, engineer,) was standing across Newark branch track at Paterson, N. J., on time of train No. 103, and switchman in charge neglected having flag out. Train No. 103, (Wm. Carter, conductor; engine No. 229; Edward Black, engineer;) coming in, collided with the switch engine, and the persons named, who were on train No. 103, received slight bruises. The switchman in fault was discharged.

November 25.—Robert Beattie, brakeman, age 25, while coupling cars at Paterson, N. J., in train No. 38, caught his right foot in frog, and the rear wheel of the engine ran over it, crushing it badly, so as to make amputation necessary. J. Van Duzer, conductor; engine No. 31; Fred. Eldridge, engineer.

December 1.—Sophia Mayle, age 27, found dead near track at West Paterson, N. J.

December 8.—Andrew Ferst, age 42, struck and slightly injured, at Paterson, N. J., by some train unknown.

December 19.—William Owan, laborer, age 22, on gravel train, while loading cars at Hawthorne, N. J., had his left leg broken by a lump of earth rolling down the bank on it. H. Titsmuth, conductor; engine No. 255; J. S. Omer, engineer.

## PEMBERTON AND HIGHTSTOWN RAILROAD COMPANY.

*To the Legislature of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Pemberton and Hightstown Railroad Company presents the following report for the year ending December 31st, 1882:

|                            |              |
|----------------------------|--------------|
| Capital stock paid in..... | \$342,150 00 |
| Bonded debt.....           | 160,000 00   |
| Floating debt.....         | 36,541 85    |
| Total cost of road.....    | \$538,691 85 |

The road extends from Pemberton to Hightstown, a distance of twenty-five (25) miles.

It is leased to the United Canal and Railroad Companies of New Jersey, at an annual rental of six per cent. upon the capital stock, and seven per cent. upon the company's bonds, payable semi-annually upon the first days of January and July in each year.

It is equipped and operated by the Pennsylvania Railroad Company under their lease of the United Canal and Railroad Companies of New Jersey, and the further information required by law is furnished by that company.

NATHANIEL S. RUE,  
President.

State of New Jersey, Monmouth County, ss.—Nathaniel S. Rue, being duly sworn, on his oath says that he is the President of the Pemberton and Hightstown Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

NATHANIEL S. RUE.

Sworn and subscribed before me, this 16th day of January, A. D. 1883.

JOS. H. JOHNES,  
Notary Public, N. J.

## PEMBERTON AND SEA SHORE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the President of the Pemberton and Sea Shore Railroad Company presents the following report for the year ending December 31st, 1882:

|  |                  |
|--|------------------|
| Capital stock paid in.....             | \$25,000 00      |
| Bonded debt.....                       | 375,000 00       |
| Floating debt—Outstanding coupons..... | \$216,230 00     |
| Operating the road.....                | 43,496 78        |
|  | <hr/> 259,726 78 |
| Cost of road and equipments.....       | 537,480 00       |

The road extends from Pemberton Junction to Whittings, a distance of eighteen (18) miles.

It is operated by the Pennsylvania Railroad Company, as agent.

It is equipped and operated by the Pennsylvania Railroad Company, as agent, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, City of Philadelphia, ss.—Strickland Kneass, being duly sworn, on his oath says that he is President of the Pemberton and Sea Shore Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

STRICKLAND KNEASS.

Sworn and subscribed before me, this 16th day of February, A. D. 1883.

HUGH B. ELY,

Master in Court of Chancery State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$20,444 53 |
| Income from freight.....  | 10,351 00   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 58,324 53   |

## PERTH AMBOY AND WOODBRIDGE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Perth Amboy and Woodbridge Railroad Company presents the following report for the year ending December 31st, 1882 :

|                                  |                     |
|----------------------------------|---------------------|
| Capital stock paid in.....       | \$57,200 00         |
| Bonded debt.....                 | 100,000 00          |
| Floating debt.....               | 57,381 57           |
| Cost of road and equipments..... | <u>\$214,581 57</u> |

The road extends from Rahway to Perth Amboy, a distance of six and one-half miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Hudson County, ss.—Alfred L. Dennis, being duly sworn, on his oath says that he is President of the Perth Amboy and Woodbridge Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

A. L. DENNIS.

Sworn and subscribed before me, this 16th day of February, A. D. 1883.

C. B. THURSTON,  
Master in Chancery, N. J.

RECEIPTS AND EXPENSES FOR 1882.

|   |                    |
|---|--------------------|
| Income from passengers.....   | \$24,797 20        |
| Income from freight.....  | 6,958 22           |
|   | <u>\$31,755 42</u> |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 46,820 60          |
| Dividends paid during the year 1882, and how paid.....  | 1,632 00           |



# PHILADELPHIA AND LONG BRANCH RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia and Long Branch Railway Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$110,000 00 |
| Bonded debt—none.                |              |
| Floating debt.....               | 332,041 65   |
| Cost of road and equipments..... | 432,725 72   |

The road extends from Whitings to Bay Head, a distance of twenty-seven miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of cost of operating.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, City of Philadelphia, ss.—G. M. Dorrance, being duly sworn, on his oath says that he is President of the Philadelphia and Long Branch Railway Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

G. M. DORRANCE,  
President.

Sworn and subscribed before me, this 15th day of February, A. D. 1883.

HUGH B. ELY,  
Master in Court of Chancery, State of New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$17,824 43 |
| Income from freight.....  | 5,278 04    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 59,956 92   |

PHILADELPHIA, MARLTON AND MEDFORD RAILROAD  
COMPANY.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Philadelphia, Marlton and Medford Railroad Company presents the following report for the year ending December 31st, 1882:

|                            |             |
|----------------------------|-------------|
| Capital stock paid in..... | \$84,600 00 |
| Bonded debt.....           | 28,000 00   |
| Floating debt.....         | 55,202 33   |

The road extends from Haddonfield Junction to Medford Junction, a distance of eleven and seven-tenths miles.

It is equipped and operated by the Camden and Atlantic Railroad Company.

State of New Jersey, Camden County, ss.—Charles D. Freeman and Daniel M. Zimmerman, being duly sworn, on their oaths say that they are President and Secretary and Treasurer of the Philadelphia, Marlton and Medford Railroad Company, and that the foregoing statement is true and correct, to the best of their knowledge and belief.

CHAS. D. FREEMAN,

President.

D. M. ZIMMERMAN,

Secretary and Treasurer.

Sworn and subscribed before me, this 3d day of February, A. D. 1883.

PETER L. VOORHEES,

Master in Chancery.

RECEIPTS AND EXPENSES FOR 1882.

|  |             |
|--|-------------|
| Income from passengers.....  | \$10,797 99 |
| Income from freight.....   | 5,442 29    |
| Income from other sources.....   | 2,368 55    |
|  | <hr/>       |
|  | \$18,608 83 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power, and contingencies..... | 19,400 34   |
| Dividends paid during the year 1882, and how paid—none.  |             |

PLEASANTVILLE AND OCEAN CITY RAILROAD  
COMPANY.

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*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Pleasantville and Ocean City Railroad Company presents the following report for the year ending December 31st, 1882:

|   |                   |
|---|-------------------|
| Capital stock paid in.....                              | \$35,215 00       |
| Bonded debt.....  | 33,000 00         |
|   | <hr/> \$68,215 00 |
| Cost of road and equipments.....                        | 62,796 18         |
| Dividends paid during the year 1882, and how paid—none. |                   |

The road extends from Pleasantville to Somers Point, a distance of seven and one-quarter miles.

RECEIPTS AND EXPENSES FOR 1882.

|   |            |
|---|------------|
| Income from passengers.....   | \$7,794 86 |
| Income from freight.....  | 1,506 46   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 11,819 52  |

State of Pennsylvania, Philadelphia County, ss.—Strickland Kneass, being duly sworn, on his oath says that he is President of the Pleasantville and Ocean City Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

STRICKLAND KNEASS.

Sworn and subscribed before me, this 9th day of February, A. D. 1883.

HUGH B. ELY,

Master in Court of Chancery, State of New Jersey.

## ROCKY HILL RAILROAD AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Rocky Hill Railroad and Transportation Company presents the following report for the year ending December 31st, 1882:

|                                  |             |
|----------------------------------|-------------|
| Capital stock paid in.....       | \$45,600 00 |
| Cost of road and equipments..... | 45,600 00   |

The road extends from Rocky Hill to Monmouth Junction, a distance of six and fifty one-hundredths miles.

It is leased to the United Railroad and Canal Companies, at an annual rental of six per cent. on the capital stock held by individual stockholders.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

D. H. MOUNT,  
President.

State of New Jersey, Somerset County, ss.—David H. Mount, being duly sworn, on his oath says that he is President of the Rocky Hill Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

D. H. MOUNT.

Sworn and subscribed before me, this 16th day of February, A. D. 1883.

CHARLES SHANN,  
Justice of the Peace.

### RECEIPTS AND EXPENSES FOR 1882.

|   |            |
|---|------------|
| Income from passengers.....   | \$2,137 09 |
| Income from freight.....  | 1,556 68   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 9,132 87   |

## SALEM RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Salem Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$180,550 00 |
| Bonded debt.....                 | 100,000 00   |
| Floating debt—none.              |              |
| Cost of road and equipments..... | 278,320 43   |

The road extends from Salem to Elmer, a distance of seventeen miles.

It is leased to the West Jersey Railroad Company, at an annual rental of six per cent., free of all taxes, on capital stock held by individual stockholders, and, in accordance with the lease, two dividends of three per cent. each have been paid during the past year to stockholders other than the West Jersey Railroad Company.

It is operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Salem County, ss.—Samuel Abbott, being duly affirmed, on his affirmation says that he is President of the Salem Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL ABBOTT.

Affirmed and subscribed before me, this 8th day of January, A. D. 1883.

WALTER W. ACTON,  
Notary Public.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$26,472 13 |
| Income from freight.....  | 8,211 56    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 31,293 96   |

## SOUTH BRANCH RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and, transmitted to the Comptroller, by the railroad companies of the State, the South Branch Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |              |
|----------------------------------|--------------|
| Capital stock paid in.....       | \$438,300 00 |
| Floating debt.....               | 3,568 87     |
| Cost of road and equipments..... | 441,568 87   |
| True value of road.....          | 412,048 82   |

The road extends from Somerville to Flemington, a distance of fifteen and five one-hundredths miles.

The operations of the road are included in the operations of railroads controlled by the Central Railroad Company of New Jersey, and this company has no knowledge of other matters required.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is a Director of the South Branch Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## SUSSEX RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Sussex Railroad Company presents the following report for the year ending December 31st, 1882:

|                              |                    |
|------------------------------|--------------------|
| Capital stock paid in.....   | \$1,638,800 00     |
| Bonded debt.....             | 236,500 00         |
| Floating debt.....           | 4,418 75           |
| Cost of road and equipments— |                    |
| Road.....                    | \$1,797,428 56     |
| Equipments.....              | 82,178 00          |
|                              | <hr/> 1,879,606 56 |

The road extends from Waterloo to Branchville and Franklin, a distance of thirty and thirty one-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$26,140 55 |
| Income from freight.....  | 75,089 45   |
| Income from other sources.....  | 24,461 60   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 89,848 33   |

## REMARKS.

The true value of this road has not changed since last year, and is, referring to the Chief Justice's opinion in 1877, \$400,360—annual tax being \$2,001.80.

State of New Jersey, Union County, ss.—Fred'k H. Gibbens, being duly sworn, on his oath says that he is Treasurer of the Sussex Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

FRED'K H. GIBBENS.

Sworn and subscribed before me, this 1st day of February, A. D. 1883.

JOHN H. VAN WINKLE,

Notary Public of New Jersey.

Accidents—none.

## SWEDESBORO RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Swedesboro Railroad Company presents the following report for the year ending December 31st, 1882:

|                            |             |
|----------------------------|-------------|
| Capital stock paid in..... | \$93,350 00 |
| Bonded debt.....           | 200,000 00  |

The road extends from Woodbury to Swedesboro, a distance of ten and eighty one-hundredths miles.

It is leased to the West Jersey Railroad Company, at an annual rental of six per cent. per year on the capital stock of the company.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Gloucester County, ss.—Samuel Black, being duly sworn, on his oath says that he is President of the Swedesboro Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

SAMUEL BLACK.

Sworn and subscribed before me, this 18th day of January, A. D. 1883.

C. P. SHIVERS,  
Justice of the Peace.



## TOMS RIVER RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Toms River Railroad Company presents the following report for the year ending December 31st, 1882 :

|   |              |
|---|--------------|
| Capital stock paid in.....                            | \$240,000 00 |
| Cost of road and equipments, at foreclosure sale..... | 15,000 00    |

The road extends from Manchester to Toms River, a distance of seven and forty-eight one-hundredths miles.

The operations of the road are included in the operations of railroads controlled by the New Jersey Southern Railway Company, and this company has no knowledge of other matters required.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Toms River Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery of New Jersey.

## TUCKERTON RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Tuckerton Railroad Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                            | \$547,744 67 |
| Bonded debt.....                                      | 99,862 00    |
| Cost of road and equipments, at foreclosure sale..... | 85,000 00    |

The road extends from Whitings to Tuckerton, a distance of twenty-nine miles, with extension from Tuckerton to Edge Cove, distance two miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$17,870 60 |
| Income from freight.....  | 8,032 66    |
| Income from other sources.....  | 2,219 89    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 27,373 19   |

State of New Jersey, Burlington County, ss.—Archs. R. Pharo, being duly affirmed, says that he is President of the Tuckerton Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

ARCHS. R. PHARO,

President.

Affirmed and subscribed before me, this 19th day of February, A. D. 1883.

JESSE C. RIDGWAY,

Notary Public.

Accidents—none.

## UNITED NEW JERSEY RAILROAD AND CANAL COMPANY.

*To the Legislature of the State of New Jersey :*

In compliance with the act of the Legislature of New Jersey, approved March 27th, 1874, requiring annual reports to be made to the same, the United New Jersey Railroad and Canal Company reports :

Capital stock paid in..... \$21,090,400 00

## THE FUNDED DEBTS ARE:

|  |                 |
|--|-----------------|
| <i>First</i> —Loan of 1889, interest six per cent., outstanding.....                       | \$866,000 00    |
| <i>Second</i> —A consolidated loan, due in 1889, interest six per cent., outstanding.....  | 5,000,000 00    |
| <i>Third</i> —A sterling loan of £369,200 @ \$5, interest six per cent., outstanding.....  | 1,846,000 00    |
| <i>Fourth</i> —A sterling loan of £360,000 @ \$5, interest six per cent., outstanding..... | 1,800,000 00    |
| <i>Fifth</i> —A loan due in 1888, interest six per cent., outstanding.....                 | 154,000 00      |
| <i>Sixth</i> —A loan due in 1894, interest six per cent., outstanding.....                 | 2,000,000 00    |
| <i>Seventh</i> —A loan due in 1901, interest six per cent., outstanding.....               | 3,000,000 00    |
| <i>Eighth</i> —A loan due in 1901, interest six per cent., outstanding.....                | 2,300,000 00    |
| <i>Ninth</i> —A loan due in 1901, interest six per cent., outstanding.....                 | 369,000 00      |
| <i>Tenth</i> —A loan due in 1908, interest six per cent., outstanding.....                 | 841,000 00      |
| <i>Eleventh</i> —A loan due in 1923, interest four per cent., outstanding.....             | 1,824,000 00    |
|  | <hr/>           |
|  | \$20,000,000 00 |
| <i>Twelfth</i> —A bond due the State of New Jersey, interest seven per cent..              | 100,000 00      |
| Bonds and mortgages.....   | 954,902 75      |

The cost of the United New Jersey Railroad and Canal Company's works, including branches, steamboats, other equipment, real estate, &c. (including additional construction expenses incurred by the lessee), is..... \$37,158,222 44

## INVESTMENTS IN AUXILIARY WORKS:

|               |                |
|---------------|----------------|
| Stocks.....   | \$4,659,309 00 |
| Bonds.....    | 59,850 00      |
| Advances..... | 1,830,685 78   |
|               | <hr/>          |
|               | \$6,547,844 78 |

## RECEIPTS AND EXPENSES FOR 1882.

| <i>Railroads.</i>  |                 |
|--|-----------------|
| From passengers.....                                     | \$5,251,264 99  |
| From freights.....                                       | 7,549,962 68    |
| From express matter.....                                 | 324,420 52      |
| From mails.....  | 188,311 44      |
| From miscellaneous.....                                  | 364,080 77      |
|  | <hr/>           |
| Working expenses.....                                    | \$13,678,040 40 |
|  | <hr/>           |
| Net earnings.....  | \$3,803,726 32  |
| <i>Delaware and Raritan Canal.</i>                       |                 |
| From tolls on boats.....                                 | \$5,080 44      |
| From tolls on lading.....                                | 381,750 97      |
| From steam towing.....                                   | 140,169 61      |
| From miscellaneous.....                                  | 26,416 68       |
|  | <hr/>           |
| Total earnings.....                                      | \$553,417 70    |
| Working expenses.....                                    | 294,780 13      |
|  | <hr/>           |
| Net earnings.....  | 258,637 57      |
|  | <hr/>           |
| Total net earnings after deducting working expenses..... | \$4,062,363 89  |
| Interest, &c., received from investments and rents.....  | 246,926 62      |
|  | <hr/>           |
|  | \$4,309,290 51  |
| Interest, taxes, &c., paid.....                          | 2,719,599 16    |
|  | <hr/>           |
| Leaving net surplus.....                                 | \$1,589,691 35  |

The United New Jersey Railroad and Canal Company's works are leased to the Pennsylvania Railroad Company, at an annual rental of ten per centum per annum upon the capital stock, free of all taxes; and, in accordance with the lease, quarterly dividends of two and a half per cent., in cash, have been regularly paid. This company, being so leased, have no knowledge as to details of operations and additional construction expenses, but by annual statements furnished by the Pennsylvania Railroad Company. The table of distances and length of road are furnished in the State Director's report.

State of New Jersey, Mercer County, ss.—John G. Stevens, President of the United New Jersey Railroad and Canal Company, being duly sworn according to law, on his oath saith that the foregoing statement and report is true, to the best of his knowledge, information and belief.

JOHN G. STEVENS,

President.

Sworn and subscribed before me, this 3d day of February, A. D. 1883.

LEROY H. ANDERSON,

M. C. C.

## ACCIDENTS.

*Persons Killed or Injured by Moving Trains while Crossing the Track.*

January 14.—Ida Eigel, killed at North Elizabeth. L. Silance, conductor; B. A. Larrison, engineer.

February 10.—Elizabeth Wyman, injured at Elizabeth. A. V. Bergen, conductor; J. Merriam, engineer.

February 16.—John Fox, killed at South Trenton. A. Dennis, conductor; J. Bender, engineer.

March 6.—John Quigley, killed at Jersey City. C. Granzee, conductor; J. Sullivan, engineer.

April 8.—Frank Applegate, killed at Trenton. H. W. Feaster, conductor; S. Pine, engineer.

April 20.—Unknown woman, killed at Jersey City. J. Wright, conductor; W. E. Keefe, engineer.

April 20.—Mrs. Sarah Whitney, killed at Bordentown. S. Durand, conductor; J. White, engineer.

April 28.—W. M. Erwin, injured near Riverside Station. J. P. Reed, conductor; J. K. Reynolds, engineer.

July 1.—Mrs. Mary South, killed at Burlington. J. H. Black, conductor; J. K. Reynolds, engineer.

July 1.—David Clark, injured at Burlington. J. H. Black, conductor; J. K. Reynolds, engineer.

July 21.—E. Flynn, injured at Jersey City. C. Eaton, conductor; J. Heck, engineer.

July 22.—Thos. Burdell, injured at Newark. S. M. Cassell, conductor; C. Devinney, engineer.

July 31.—Mrs. Mary Gillingham, killed at Hartford. W. Elwell, conductor; A. H. Hornsloew, engineer.

August 1.—Michael Pillington, injured at Jersey City. S. C. Doland, conductor; A. Vandegrift, engineer.

August 3.—Mrs. Martha Worle, killed at New Brunswick. T. J. Thomas, conductor; E. Knowles, engineer.

August 8.—Joseph Suthe, injured at Elizabeth. T. O'Donnell, conductor; G. Roe, engineer.

August 30.—Robert C. Davidson, killed at Manasquan. J. Clark, conductor; A. Reynolds, engineer.

September 5.—John Gorman, injured at Jersey City. — — —, conductor; — — —, engineer.

September 16.—James Malladay, injured at Jersey City. E. Losey, conductor; — — —, engineer.

October 24.—Arthur Lincoln, injured at East End. J. Dennis, conductor; J. Van Arsdale, engineer.

November 6.—W. Boxhall, killed at Newark. T. McDonald, conductor; W. Gordon, engineer.

November 11.—Charles Eppinger, injured at Rahway. M. Hoag, conductor; H. Mundy, engineer.

November 25.—Thomas Carland, injured at Jersey City. — — —, conductor; A. Schoner, engineer.

November 29.—John McGrath, injured at Rahway. T. O'Donnell, conductor; F. Hill, engineer.

December 15.—Edward Ryan, injured at Linden. A. Jones, conductor; — — — Copeland, engineer.

December 21.—A. D. Wright, injured at Jersey City. — — —, conductor; J. Sweeney, engineer.

December 25.—Margaret Garrigan, injured at Newark. — — — Braum, conductor; A. Stewart, engineer.

*Persons found Killed or Injured Lying Alongside of Track, Supposed to have been Struck by Passing Trains, or by Attempting to Jump off or on Moving Trains. Circumstances, what Train and what Conductors and Engineers, Unknown.*

January 21.—John McKenna, killed at Trenton.

April 13.—John Kane, injured at South Amboy.

April 13.—Augustus Swanson, injured at South Amboy.

April 17.—Unknown man, killed near Rahway.

June 26.—John Rabbitt, injured at Jersey City.

August 5.—Patrick Coughlin, killed at Marion.

August 28.—Mrs. Mettler, injured at New Brunswick.

September 3.—David Boyce, injured at Marion.

September 13.—J. H. Parker, injured near Florence Station.

September 13.—Charles Urber, killed near Florence Station.

September 24.—Jacob Kayser, killed near Stelton.

October 10.—Patrick Kidd, injured at Jersey City.

October 20.—John Roe, killed at Woodbridge.

October 20.—Michael Coyne, injured at Jersey City.

October 25.—John Claypole, injured at Jersey City.

October 31.—Unknown man, injured at Jersey City.

October 31.—James Quinn, injured at Jersey City.

November 9.—Mrs. O'Connor, injured near Princeton Junction.

November 10.—Thomas C. Vansant, killed at Cornwells.

December 7.—Hugo Koehler, injured at Rahway.

December 7.— — Muller, killed near Coleman's creek bridge.

December 9.—David Lethgow, injured at Jersey City.

*Persons Killed or Injured in Attempting to get on or off Moving Trains.*

January 21.—J. McNamara, injured at Newark. C. R. Evans, conductor; G. Roe, engineer.

February 13.—Luke Glynn, fatally injured at Jersey City. W. D. Brink, conductor; C. Spitzer, engineer.

March 5.—Albert Ochs, arm injured at Newark. — Annott, conductor; — Green, engineer.

March 15.—Albert T. Stewart, leg injured at Trenton. A. E. Heinley, conductor; A. Lerch, engineer.

March 17.—Samuel Bruce killed at Rahway. D. Witch, conductor; M. Burton, engineer.

March 24.—Charles Morrow, back injured at South Elizabeth. — Annott, conductor; — Green, engineer.

March 30.—Chris. Gelevins, head and ankle slightly cut. S. Y. Scarborough, conductor; I. McVey, engineer.

April 23.—W. A. Allen, leg injured at Newark. — — conductor; — — engineer.

June 4.—Michael Kuntz, leg crushed at Newark. — Bush, conductor; — — engineer.

June 17.—Wm. Shortes, fatally injured at Elizabeth. S. M. Cassell, conductor; W. Conk, engineer.

June 17.—F. O'Leary, injured at Waverly. Cassell, conductor; Conk, engineer.

July 3.—Mrs. Alcan, injured at Beverly. — Aucker, conductor; — Alcott, engineer.

July 6.—Robert Donaldson, fatally injured at Trenton. J. Porter, conductor; R. Provost, engineer.

July 13.—J. Dillon, slightly injured at East Newark. W. B. Black, conductor; J. Huber, engineer.

July 27.—A child slightly injured at Elizabeth. J. W. Bostwick, conductor; — Cook, engineer.

August 17.—H. W. McQuade, injured at Princeton Junction. J. Dennis, conductor; W. Page, engineer.

August 19.—Thomas Beatty, hand injured at Monmouth Junction. F. D. Swain, conductor; H. McMichael, engineer.

August 23.—William Beecher, injured at Hackensack bridge. — —, conductor; — —, engineer.

August 28.—Andrew Benschel, injured at Newark. — —, conductor; — —, engineer.



September 2.—Unknown man, injured at Trenton. H. G. Smith, conductor; — —, engineer.

September 6.—P. A. Ammerman, killed at New Brunswick. E. L. Titus, conductor; G. Guigling, engineer.

September 10.—Unknown boy, killed at Jersey City. — —, conductor; — —, engineer.

September 13.—Chas. Bucholz, injured at New Brunswick. W. Shade, conductor; W. H. Johnson, engineer.

September 22.—Harry J. Dennis, injured at Camden. J. Mattlock, conductor; J. Lennis, engineer.

October 1.—Peter McGrath, injured at Newark. R. Thorp, Jr., conductor; W. Gordon, engineer.

October 7.—A tramp, injured near Monmouth Junction. S. Stewart, conductor; G. Knowles, engineer.

October 9.—Albert Grover, killed while stealing ride. J. M. Gordon, conductor; H. Hiens, engineer.

October 8.—E. Burns, injured at Jersey City. F. Gannon, conductor; R. McCall, engineer.

October 21.—William Dougherty, injured at Newark. J. Wright, conductor; — —, engineer.

October 26.—W. Affisk, injured at Jersey City. H. Feaster, conductor; W. Seery, engineer.

November 5.—James O'Brien, injured near Linden. — Whelpley, conductor; W. Cook, engineer.

November 15.—M. Heinley, injured while stealing ride at Jersey City. — —, conductor; — —, engineer.

November 23.—John P. Baker, killed at Elizabeth. J. Dennis, conductor; J. Van Arsdale, engineer.

November 25.—Mrs. Ella Moser, injured at Elizabeth. S. C. Doland, conductor; J. Huber, engineer.

December 21.—William Irvine, severely injured at Woodbridge. W. J. Carrick, conductor; W. Weaver, engineer.

*Persons Struck by Passing Trains and Injured while Walking or Standing on Track.*

January 18.—Pauer, a tramp, leg broken at Perth Amboy Junction. S. R. Stockton, conductor; W. Reinhard, engineer.

January 27.—Anglo Mario Capro, fatally injured at Metuchen. J. Beach, conductor; W. Fritchman, engineer.

March 31.—John Dooley, fatally injured at Stelton. — Williams, conductor; — Willets, engineer.

April 3.—Charles W. Waldman, injured at Newark. — —, conductor; — Moffet, engineer.

May 27.—Geo. McLeisch, injured at Rahway. — —, conductor; — —, engineer.

May 11.—John Reitenburg, near Palmyra station, side and eye bruised. E. S. Gress, conductor; B. F. Thomson, engineer.

July 15.—Elias De Linna, fatally injured at West End. C. R. Evans, conductor; J. McClain, engineer.

August 10.—M. Caputa, killed at East Newark. — Thomas, conductor; — Baldwin, engineer.

August 22.—Charles Picher, killed between Menlo Park and Iselin. — Van Nostrand, conductor; J. Freeman, engineer.

August 23.—Atwood Campbell, injured at Menlo Park. — —, conductor; — —, engineer.

August 31.—Christian Thomas, injured at Camden. E. A. Grass, conductor; B. F. Thompson, engineer.

September 4.—A tramp, fatally injured between Princeton Junction and Lawrence. E. Stout, conductor; G. Schuyler, engineer.

September 25.—Patrick Dougherty, killed at Shedaker's Station. E. C. Ayres, conductor; L. Archer, engineer.

October 4.—Joseph Brocken, severely injured at Jersey City. C. Grantzoe, conductor; E. Rose, engineer.

October 20.—Thomas Morrissey, fatally injured near Hackensack bridge. M. J. Benson, conductor; O. Hall, engineer.

November 7.—P. O'Neil, killed at Metuchen. B. Wilson, conductor; J. W. Hartman, engineer.

November 12.—Unknown man, killed at Stout's Crossing. J. E. Field, conductor; W. Furman, engineer.

November 18.—George A. Kleinschardt, killed at Camden; C. H. Harveson, conductor; J. Carmen, engineer.

December 9.—Unknown man, killed at Parker's woods. J. Meshrow, conductor; J. Haney, engineer.

December 12.—Martin Foster, killed at Meadows. J. Brannigan, conductor; F. Smith, engineer.

December 12.—Silas R. Kenyon, fatally injured at Elizabeth. Geo. S. Brice, conductor; A. Hoffman, engineer.

December 15.—George Soden, Jr., fatally injured at Jamesburg. C. G. Cox, conductor; F. L. Bissett, engineer.

*Persons, other than Employes, Killed or Injured in other ways than as above stated.*

January 18.—Daniel Dougherty, fatally injured while walking on track in Bergen Cut. A. C. Van Nostrand, conductor; J. E. Hutton, engineer.

January 18.—John Cunninly, fatally injured while walking on track in Bergen Cut. A. C. Van Nostrand, conductor; J. E. Hutton, engineer.

February 10.—Unknown man, killed while walking on track at Schalks Station. B. F. Wilson, conductor; J. Covert, engineer.

February 22.—John W. Ayres, foot injured by being caught between car and bumper, at Camden.

February 25.—John Vleit, killed while walking on track. J. F. Burrage, conductor; B. A. Larrison, engineer.

May 2.—Wm. Dobbins, fell from train at Jersey City and had his head slightly injured.

May 25.—Thos. Donovan, hand injured by coal falling from engine, at Jersey City. — — —, conductor; — McClain, engineer.

June 20.—Unknown man, fell from train at Newark. B. F. Wilson, conductor; J. W. Hartman, engineer.

June 21.—James McCoy, killed while walking on track at Trenton. W. W. Eichman, conductor; W. Massey, engineer.

June 21.—Michael Martin, injured while walking on track at Trenton. W. W. Eichman, conductor; W. Massey, engineer.

May 20.—H. Richardson, injured while lying alongside of track at Trenton. W. H. Carr, conductor; J. West, engineer.

June 22.—Joseph Harris, killed while walking on track at Marion. W. J. Carrick, conductor; J. Rood, engineer.

June 22.—R. Morgan, killed while picking cinders on track at Har-  
simus. R. McNally, conductor; G. Page, engineer.

July 3.—Bernard Miller, killed while walking on track at Elizabeth. J. Beach, conductor; S. Pine, engineer.

July 4.—Wm. Hineman, injured by collision at West Moorestown. J. W. Bodine, C. W. Sutton, conductors; S. Engle, G. Crockford, engineers.

July 4.—Emily Hineman, injured by collision at West Moorestown. J. W. Bodine, C. W. Sutton, conductors; S. Engle, G. Crockford, engineers.

July 4.—Charles Sutton, injured by collision at West Moorestown. J. W. Bodine, C. W. Sutton, conductors; S. Engle, G. Crockford, engineers.

July 4.—P. Denning, injured by collision at West Moorestown. J. W. Bodine, C. W. Sutton, conductors; S. Engle, G. Crockford, engineers.

July 4.—A. Rowley, injured by collision at West Moorestown. C. W. Sutton, conductor; G. Crockford, engineer.

July 10.—John Bauer, fatally injured by being struck by engine at Jersey City. — — —, conductor; — Tierney, engineer.

July 12.— Mitchell, slightly injured by crawling under gate at Jersey City. J. Mullens, conductor; A. Allen, engineer.

July 18.—John Smith, injured at Trenton while stealing ride. L. Myers, conductor; A. Smith, engineer.

August 3.—W. Weir, fatally injured at Hightstown by falling from bridge. — Carr, conductor; Weest, engineer.

September 22.—F. Schussler, caught between platform of cars at Jersey City. — —, conductor; — —, engineer.

October 4.—Matthew White, thrown from wagon and severely injured by train at Jersey City. J. Mullins, conductor; J. Slater, engineer.

October 8.—Unknown man, struck and killed at Newark while sitting on platform. G. Morris, conductor; J. Meager, engineer.

October 15.—Mrs. F. B. Norris, fell on track at Jersey City and severely injured.

October 21.—Hugh McCaffrey, fell through hatchway at South Amboy and fatally injured.

November 6.—J. O'Donnell, knee injured while standing between two tracks. — Simmonson, conductor; — Guerin, engineer.

November 9.—John Sharpley, killed while stealing ride. — Farman, conductor; — Sidell, engineer.

September 7.—J. C. Sanders, injured at Jersey City by falling gate. — —, conductor; — —, engineer.

November 11.—Adam S. Mather, seriously injured while driving across the track near New Brunswick. — —, conductor; E. Knowles, engineer.

November 11.—Robert Laidlaw, killed by standing on track at Newark. — Heald, conductor; E. Knowles, engineer.

November 15.—C. Jensen, killed while standing on track at Stelton. W. W. Hawk, conductor; J. W. Hartman, engineer.

November 18.—Arthur Rock, fell from car at Stelton and broke his leg. E. H. Elmhurst, conductor; — —, engineer.

November 20.—John Lynch, killed while walking on track at New Brunswick. W. H. Laird, conductor; G. Van Arsdale, engineer.

December 20.—J. B. Archer, Mrs. Patterson, W. W. Phillips, R. H. Davis, C. Davis, Mr. Howell, Charles Cramp—injured by collision at Jersey City of train with butting block. — — —, conductor; G. Ginglen, engineer.

*Employes Killed or Injured while Coupling Cars at Stations.*

January 9.—Patrick H. O'Neill, killed at Newark. J. Reilly, conductor; E. Olmstead, engineer.

January 14.—Francis Rollings, arm crushed at South Amboy. B. Brown, conductor; — — —, engineer.

January 17.—Thomas McVey, thumb crushed at Jersey City. J. McVey, conductor; H. Mitchell, engineer.

January 18.—Thomas Kane, foot injured at Harsimus Cove. C. R. Shimmonds, conductor; W. Lettall, engineer.

January 21.—J. H. Finbush, hand injured at Jersey City. C. Grantzow, conductor; — — —, engineer.

February 1.—C. Woham, jaw injured at Jersey City. F. S. Hand, conductor; E. Cavanaugh, engineer.

January 26.—Geo. Schuyler, hand injured at Camden. B. Todd, conductor; E. A. Vernon, engineer.

February 8.—Samuel Smith, hand crushed at Trenton. W. Buggy, conductor; E. Cubberly, engineer.

February 13.—E. German, injured by being caught between two cars. W. Mahoney, conductor; E. Gillen, engineer.

February 14.—John Donohue, arm injured at Jersey City yard. — — —, conductor; — — —, engineer.

February 14.—James West, injured at Jersey City. J. O. Duffy, conductor; T. Regan, engineer.

February 16.—Patrick Connors, hand injured at Jersey City. J. Gordon, conductor; T. Regan, engineer.

February 17.—George Brown, killed at Newark. J. Reilly, conductor; T. Denton, engineer.

February 19.—G. Hall, injured at Trenton. R. Allen, conductor; G. Morrison, engineer.

February 19.—Wm. Guion, injured at Jersey City. Geo. Evans, conductor; Wm. Roberts, engineer.

February 28.—Charles Dougherty, hand injured at Pemberton. O. S. Haines, conductor; B. F. Jobes, engineer.

March 1.—William Shipman, hand injured at Newark. J. Reilly, conductor; T. Denton, engineer.

March 5.—E. C. Clayton, hand injured at Jersey City.

March 6.—John Tucker, hand injured at Jersey City. J. O. Duffy, conductor; T. Regan, engineer.

March 17.—W. T. Reynolds, hand injured at Jersey City. D. Dey, conductor; W. Christian, engineer.

March 17.—Michael McCarthy, hand crushed at Meadows. T. Dolan, conductor; — Reed, engineer.

April 5.—Patrick Evans, leg crushed at Meadows. G. Mount, conductor; E. Harvey, engineer.

April 8.—John McPherson, finger injured at East Brunswick. D. C. Davis, conductor; H. Dervees, engineer.

April 9.—Frank Gannon, thumb injured at Jersey City. — —, conductor; — —, engineer.

April 11.—Joseph Norcross, hand injured at Camden. C. Darrell, conductor; A. Houston, engineer.

April 14.—T. McKennon, sprained ankle. F. Rosenbaur, conductor; I. Shoebart, engineer.

April 16.—Wm. H. Hatfield, shoulder injured at Trenton. W. S. Daniells, conductor; — —, engineer.

April 25.—Daniel Dey, injured at Jersey City. D. Dey, conductor; W. Christian, engineer.

May 1.—A. Everett, Jr., collar-bone broken at South Amboy. A. Everett, Jr., conductor; G. Hardy, engineer.

May 3.—H. Blackwell, finger mashed at Jersey City. G. C. Martin, conductor; W. Gulick, engineer.

May 17.—Lawrence Cox, arm severely injured at Barracks. G. S. Price, conductor; ———, engineer.

May 20.—Patrick Gordin, hand injured at Cookstown. ———, conductor; ———, engineer.

June 1.—James McManus, foot injured at Jersey City. J. Wright, conductor; W. Keefe, engineer.

June 5.—James Coyle, ankle injured at Jersey City. T. Duffy, conductor; W. Christian, engineer.

June 6.—W. W. Haner, injured at Hightstown. E. S. Sipp, conductor; B. Allen, engineer.

June 7.—Pat'k Kelly, fingers injured at Jersey City. M. McVey, conductor; ——— Mitchell, engineer.

June 14.—John Tucker, hand injured at Jersey City. ———, conductor; ——— engineer.

June 18.—Thos. Lennon, killed at New Brunswick. T. Easterline, conductor; W. Creelin, engineer.

June 26.—Wm. Fidell, fatally injured at Monmouth Junction. G. Mount, conductor; W. Harvey, engineer.

July 18.—J. P. Gallagher, foot injured at Meadows. W. Connors, conductor; G. Bishop, engineer.

August 2.—Thomas Gray, knee injured at Jersey City. T. Leary, conductor; T. Regan, engineer.

August 7.—J. Riley, hand injured at Newark. ———, conductor; ———, engineer.

August 12.—Michael McGovern, head injured at Jersey City. ———, conductor; ———, engineer.

August 18.—William Noon, hand injured at South Amboy. ——— Shimmons, conductor; ——— Wood, engineer.



July 24.—Hugh Reynolds, hand injured at Jersey City. P. Brock, conductor; F. Brady, engineer.

July 26.—Chas. White, hand injured at Jersey city. H. McNally, conductor; G. Page, engineer.

September 13.—John Stanley, fingers crushed at Plainsboro. — Brannigan, conductor; — —, engineer.

September 15.—Frank Vickery, hand crushed at Elizabeth. R. O. Titus, conductor; — —, engineer.

September 16.—J. Carman, injured at Meadows. J. Shade, conductor; — —, engineer.

September 20.—George Davis, injured at Meadows. G. Huncke, conductor; E. Norton, engineer.

September 28.—T. Minex, injured at Jersey City. C. Granzoe, conductor; E. Martindale, engineer.

September 29.—Edward Huggins, injured at Jersey City. — Mullens, conductor; — Cochrane, engineer.

September 30.—E. B. Moss, crushed at South Amboy. J. Titus, conductor; — —, engineer.

October 4.—Timothy Hart, severely injured at Jersey City. J. Murphy, conductor; B. Leupton, engineer.

October 5.—Benjamin Shingle, injured at Barracks. H. Stewart, conductor; E. Johnson, engineer.

October 8.—Jeremiah Mullins, injured at Jersey City. — —, conductor; — —, engineer.

October 17.—Frank Rust, arm injured at East Rahway. L. Campbell, conductor; G. Morrison, engineer.

October 19.—William Wood, arm injured at Newark. M. A. Stewart, conductor; H. Higgins, engineer.

October 22.—Charles Pullen, crushed his finger at Jersey City. F. Mullin, conductor; J. Slater, engineer.

October 30.—P. Grace, severely injured at Jersey City. P. Burke, conductor; W. Rolfe, engineer.

November 4.—Otto Schenaly, finger injured at Jersey City. F. Mullins, conductor; J. Slater, engineer.

November 6.—J. Leavy, finger injured at Jersey City. J. Leavy, conductor; W. Lyon, engineer.

November 14.—W. H. Davison, finger injured at Jersey City. M. Garrigan, conductor; J. Nostron, engineer.

November 15.—James Keenan, hand crushed at Jersey City.

November 21.—John Donahue, injured at Jersey City. J. Murphy, conductor; E. Ross, engineer.

November 21.—E. Bouse, thumb injured at Jersey City. J. Leary, conductor; W. Lyons, engineer.

November 21.—R. Parker, injured at Meadows. J. Hammon, conductor; — — —, engineer.

November 30.—Dennis O'Connell, finger injured at Jersey City. P. Burke, conductor; J. Donnelly, engineer.

December 1.—James Kennedy, hand injured at Jersey City. W. R. Golden, conductor; R. McCall, engineer.

December 4.—W. Cavanaugh, hand injured at Perth Amboy. M. Garrigan, conductor; J. Norton, engineer.

December 9.—George Bowers, hand injured at Menlo Park. G. Bownes, conductor; — — —, engineer.

December 10.—Thomas Noonan, fingers crushed at Old Bridge. H. C. Packer, conductor; — — —, engineer.

December 12.—C. Martin, injured at Jersey City. J. Wood, conductor; J. McGrady, engineer.

December 14.—Frank Halliday, hand injured at Trenton. S. Leigh, conductor; F. Terradell, engineer.

December 15.—P. Monohan, finger injured at Jersey City. J. Mullins, conductor; A. Allen, engineer.

December 19.—W. Hite, injured at New Brunswick. J. D. Gallagher, conductor; — — —, engineer.

December 21.—J. B. Yarns, finger crushed at Jersey City. J. B. Yarns, conductor; W. Lawall, engineer.

December 30.—M. R. Longacre, injured at Riverton. C. W. Sutton, conductor; L. Archer, engineer.

*Employes Killed or Injured by Accident as stated.*

January 31.—Lawrence Fortune, back injured by being struck by freight train at Jersey City. — — —, conductor; N. Townsend, engineer.

January 31.—Nicholas Doyle, struck by train at East Brunswick. J. Burrage, conductor; J. Fry, engineer.

February 5.—A. McCoy, leg broken by train running over it at Rahway. — — — Wilkinso, conductor; — — — Leland, engineer.

February 8.—T. Fox, killed by falling from train. W. Buggy, conductor; E. Cubberly, engineer.

March 13.—John Y. Bird, struck by train at Jersey City, and fatally injured. J. N. Whelpley, conductor; W. Baldwin, engineer.

March 15.—D. Hatfield, thrown from car and injured at Newark. D. Hatfield, conductor; A. Denton, engineer.

April 3.—Peter Egan, F. O. Shaughnesey, John Anderson, John McDonald, injured by collision of hand-car with engine, at Perth Amboy. — — — Rush, fireman in charge of engine, not retained in company's service.

April 14.—F. C. McDermott, foot crushed at East Newark. H. Wibber, conductor; C. Peters, engineer.

April 24.—James Dunn, hip injured at Newark. S. Metcalf, conductor; H. Mundy, engineer.

May 15.—Thos. Loftus, injured at Meadows. — — —, conductor; — — —, engineer.

May 16.—Wm. Reilly, injured at Marion, in trying to get out of the way of train. W. Mahoney, conductor; G. Gillen, engineer.

May 20.—James Dowd, killed at Marion, while crossing track. J. H. Knowles, conductor; J. Van Pelt, engineer.

May 24.—John Rafferty, injured while walking on track at Hackensack bridge. J. E. Field, conductor; J. Huber, engineer.

June 1.—W. J. Costigan, fell from car and injured his face. W. J. Costigan, conductor; — — —, engineer.

June 4.—John Brown, head injured at Jersey City, while tending switch. R. Hare, conductor; P. Burke, engineer.

June 5.—Horace G. Horner, fell between cars at Millstone Junction and was killed. H. G. Packer, conductor; G. H. Seward, engineer.

June 5.—James Carr, injured at Jersey City, by falling from car. J. Duffy, conductor; W. Christian, engineer.

June 2.—W. Buggy, injured at Meadows, while drilling cars. W. Buggy, conductor; G. Vandegrift, engineer.

June 17.—Michael Mealey, injured at New Brunswick, while loading switch timber. L. E. Burt, conductor; H. R. Brown, engineer.

June 23.—Tobias Snowden, killed at Trenton. W. West, conductor; J. Heniker, engineer.

June 25.—E. Lynch, injured at Jersey City, by being run over by engine. — — —, conductor; J. Meagan, engineer.

June 26.—W. Hagerman, injured at Millstone Junction. B. C. Wilkinson, conductor; F. C. Leland, engineer.

June 27.—Wm. Ludlow, injured at Uniontown, by crossing cars to apply brakes. S. W. Davis, conductor; C. Cozzens, engineer.

July 6.—James Lamb, injured at Jersey City. J. Lamb, conductor; S. Barr, engineer.

June 30.—David Wildin, slightly injured by falling from car. R. Allen, conductor; W. Knowles, engineer.

July 6.—C. W. Simpson, injured by pole at Jersey City. Thomas Dowling, conductor; C. Rose, engineer.

July 12.—William Carroll, slightly injured about the head at East Brunswick. P. S. Peterson, conductor; — — — Horner, engineer.

July 14.—Peter McDonald, leg slightly injured by being struck by train at Elizabeth. — — —, conductor; — — —, engineer.

July 15.—Thos. Hogan, slightly injured by being struck in the side by car at Jersey City. A. Slover, conductor; G. Gardner, engineer.

July 15.—John Curleys, fatally injured by being crushed between car and fence at Newark. L. Silance, conductor; B. Larrison, engineer.

July 19.—B. Kenney, killed by jumping from train at East Newark. — — —, conductor; — — —, engineer.

July 27.—James Coyle, slightly injured by being run over at Jersey City. T. Dowling, conductor; E. Rose, engineer.

July 29.—H. Verbeke, fell under engine at Point Pleasant and injured his head. C. R. Evans, conductor; J. McClain, engineer.

August 22.—Thomas Buntley, fell from car at Camden and injured his head. — — —, conductor; T. Buntley, engineer.

August 23.—A. Howard, killed at Monmouth Junction by jumping from engine. J. Lines, conductor; A. Howard, engineer.

September 9.—Patrick White, foot injured by falling under car at Jersey City. J. Meyers, conductor; H. Mitchell, engineer.

September 11.—J. Mullins, fell from car at Jersey City and injured. C. Granzer, conductor; — — —, engineer.

September 11.—A. Simonson, slipped and fell from car at Jersey City and injured his arm. — — — Mullins, conductor; — — — Slater, engineer.

September 15.—J. Dunn, struck by door at Jersey City. W. Blake, conductor; F. Palmer, engineer.

September 15.—Mrs. Van Dorn, struck by mail bag at Monmouth Junction. B. Wilson, conductor; H. McMichael, engineer.

September 16.—J. Carman, fell from car at Meadows and injured. J. Shade, conductor; — — —, engineer.

\* September 19.—William Wilson, struck by engine at Monmouth Junction and severely injured. — — — Cooper, conductor; — — — Cole, engineer.

September 20.—George Davis, injured at Meadows while drilling. — — — Huncks, conductor; — — — Norton, engineer.

September 23.—J. Patten and A. Lovett, severely injured between Kinkora and White Hill by train running into a wash-out. J. Hunchman, conductor; J. O. Thompson, engineer.

September 24.—A. Webber, conductor, fell from bridge into Thompson's creek and was drowned. Bridge washed out by freshet.

September 24.—James Currie and Frank Burke, scalded at Thompson's creek bridge. A. Webber, conductor; J. Currie, engineer.

September 26.—W. Brennan, injured at Marion by jumping from train. ———, conductor; ———, engineer.

September 26.—G. Griffin, injured his hand while handling bolts between Meadows and Cove. ——— Griffin, conductor; ——— Reed, engineer.

September 30.—John Ryan, struck on foot by nut at Elizabeth. ———, conductor; ———, engineer.

September 30.—Frank Leland, killed at Princeton Junction by collision. ——— Shawalter, conductor; F. Leland, engineer.

October 1.—Edward B. Miller, fell under cars at New Brunswick and had his leg crushed. ——— Morris, conductor; ———, engineer.

October 4.—D. C. Booz, seriously injured by jumping from train at the Meadows. ——— Shawalter, conductor; ——— Harvey, engineer.

October 10.—A. Stanley, struck on head by piece of coal at Jersey City. J. Fallon, conductor; E. Arnold, engineer.

October 10.—Christian Winderich, fatally injured by collision at Elizabeth. D. F. Cathman, conductor; E. Kelly, engineer.

October 13.—C. Grantzer, struck his head at Jersey City. C. Grantzer, conductor; J. Sullivan, engineer.

October 15.—John Nolan, fell from car and was severely injured.

October 15.—P. Smith, fell from car at Princeton Junction and received severe injuries. J. D. Dayton, conductor; H. Allen, engineer.

October 16.—John Dolan, killed near Coleman's creek bridge by standing on track. J. D. Kelly, conductor; W. Furman, engineer.

October 18.—August Sperry, killed near Sholk's farm while walking on track. — Stackhouse, conductor; — Disbrow, engineer.

October 20.—Richard Farmer, fell from car at East End. J. Wright, conductor; W. Allen, engineer.

October 23.—James Barr, injured at East Rahway. M. Garrigan, conductor; A. Denton, engineer.

October 24.—Patrick Lee, killed by falling through bridge.

October 25.—Thomas Haughey, killed at Jersey City, while at work on a broken draw. J. Allen, conductor; F. Bush, engineer.

October 30.—John Nolan, fell from car and was injured. — — —, conductor; — — —, engineer.

November 3.—Timothy Dolan, thrown from car at Jersey City, and had his leg broken. W. R. Golden, conductor; R. McCall, engineer.

November 12.—John McKinney, injured his knee at Trenton. J. W. Colwell, conductor; — — —, engineer.

December 5.—Henry Leeman, while walking between cars at Milford, was severely injured by engine backing down. — — —, conductor; — — —, engineer.

December 6.—John Murphy, while at work under car, was severely injured by engine backing down. — Murphy, conductor; — Rose, engineer.

December 9.—Kate Gibbons, struck by engine at Jersey City, and injured. — — —, conductor; — Nainby, engineer.

December 20.—John Murphy, killed by being thrown from top of car at Meadows. J. Waters, conductor; — Morrison, engineer.

December 21.—Wm. Armstrong, fell from car at Jersey City, and was severely injured. W. Walton, conductor; J. Donnelly, engineer.

December 22.—Geo. Storey, fell from car at Jersey City, and wheels ran over his hands. J. Brock, conductor; W. Lyons, engineer.

With the exceptions as noted, all of the conductors and engineers named in the foregoing report were retained in the service of the company.

# VINCENTOWN BRANCH OF THE BURLINGTON COUNTY RAILROAD AND TRANSPORTATION COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Vincentown Branch of the Burlington County Railroad and Transportation Company presents the following report for the year ending December 31st, 1882:

|                                  |             |
|----------------------------------|-------------|
| Capital stock paid in.....       | \$25,000 00 |
| Bonded debt.....                 | 15,000 00   |
| Floating debt—none.              |             |
| Cost of road and equipments..... | 43,256 61   |

The road extends from Vincentown to Ewensville, a distance of three miles.

It is leased to the Pennsylvania Railroad Company at an annual rental of six per cent.; was leased since June 1st, 1868, by the Camden and Amboy Railroad and Transportation Company, under sanction of the Legislature of New Jersey.

It is equipped and operated by the Pennsylvania Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Burlington County, ss.—John S. Irick, being duly sworn, on his oath says that he is President of the Vincentown Branch of the Burlington County Railroad and Transportation Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JNO. S. IRICK.

Sworn and subscribed before me, this 15th day of January, A. D. 1883.

SAM'L O. ROSS,  
Notary Public,

## RECEIPTS AND EXPENSES FOR 1882.

|   |            |
|---|------------|
| Income from passengers.....   | \$1,752 59 |
| Income from freight.....  | 835 86     |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 4,218 70   |



## VINELAND RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Vineland Railroad Company presents the following report for the year ending December 31st, 1882 :

|  |              |
|--|--------------|
| Capital stock paid in.....                           | \$800,000 00 |
| Cost of road and equipments at foreclosure sale..... | 10,000 00    |

The road extends from Atsion to Bay Side, a distance of forty-seven and fifty-one one-hundredths miles.

The operations of the road are included in the operations of railroads controlled by the New Jersey Southern Railway Company, and this company has no knowledge of other matters required.

State of New York, New York City and County, ss.—Henry S. Little, being duly sworn, on his oath says that he is President of the Vineland Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

H. S. LITTLE.

Sworn and subscribed before me, this 13th day of March, A. D. 1883.

JOHN L. CONOVER,

Master in Chancery, N. J.

## WARREN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Warren Railroad Company presents the following report for the year ending December 31st, 1882:

|                                  |                |
|----------------------------------|----------------|
| Capital stock paid in.....       | \$1,800,000 00 |
| Bonded debt.....                 | 1,350,000 00   |
| Floating debt.....               | 13,171 49      |
| Cost of road and equipments..... | \$3,163,171 49 |

The road extends from New Hampton Junction to Delaware river, a distance of eighteen and twenty-five one-hundredths miles.

It is leased to the Delaware, Lackawanna and Western Railroad Company, at an annual rental of seven per cent. per annum on its stock and bonds.

It is equipped and operated by the lessee, and the further information required by law is furnished by that company, and is annexed hereto.

State of New Jersey, Warren County, ss.—John I. Blair, being duly sworn, on his oath says that he is President of the Warren Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

JOHN I. BLAIR,

President.

Sworn and subscribed before me, this 30th day of January, A. D. 1883.

CHARLES E. VAIL,

Master in Chancery of New Jersey.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$39,980 28 |
| Income from freight.....  | 405,137 76  |
| Income from other sources.....  | 36,867 13   |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 226,791 12  |
| Dividends paid during the year 1882, and how paid—to stockholders as rental .....   | 126,000 00  |

## ACCIDENTS.

January 19.—E. W. Thayer, brakeman, injured striking Oxford bridge.

July 3.—James Dougherty, jumped from train near Oxford Tunnel, injured.

August 22.—W. H. Robbin, brakeman, injured, caught foot in frog at Delaware.

November 15.—C. C. Pipher, brakeman, injured coupling cars at Oxford.

November 28.—Edward H. Swayze, laborer, walking on track in Manunka Chunk Tunnel, injured.

November 29.—C. Christiansen, laborer, killed crossing track at Oxford.

December 12.—L. E. Woodruff, brakeman, injured at Bridgeville, brake breaking.

February 7.—George Kovner, brakeman, injured coupling at Washington.

February 23.—Frantz Wensel, jumped from train at Washington, killed.

August 8.—James Gilligan, brakeman, injured coupling at Washington.

August 21.—S. D. Shepherd, conductor, killed, collision at Washington.

October 29.—V. Z. Labar, brakeman, injured coupling at Washington.

## WEST JERSEY RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West Jersey Railroad Company presents the following report for the year ending December 31st, 1882:

|  |                |
|--|----------------|
| Capital stock paid in.....   | \$1,377,750 00 |
| Bonded debt.....   | 2,748,500 00   |
| Floating debt—none.  |                |
| Cost of road and equipments.....   | 3,170,625 99   |
| Dividends paid during the year 1882, and how paid—one dividend of three per cent. in scrip, convertible into stock, and one dividend of three per cent. in cash. |                |

The road extends from Camden to Cape May, a distance of eighty-two miles, and a branch from Glassboro to Bridgeton, a distance of twenty miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |              |
|---|--------------|
| Income from passengers.....   | \$612,212 27 |
| Income from freight.....  | 271,257 08   |
| Income from other sources—none.   |              |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 487,008 43   |

State of New Jersey, Camden County, ss.—George B. Roberts, being duly sworn, on his oath says that he is President of the West Jersey Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

G. B. ROBERTS.

Sworn and subscribed before me, this 14th day of February, A. D. 1883.

HUGH B. ELY,  
Master in Chancery.

## ACCIDENTS.

January 16.—Henry Englehart fell from train at Glassboro, and was severely injured.

January 24.—A. T. Anderson was struck by engine at South Camden, and slightly injured.

April 1.—Delia Meyers, or Whalen, and Mary Messenger were struck by engine at South Camden. Delia Whalen was instantly killed, and Mary Messenger badly injured.

May 28.—Joseph Countryman was run over by engine at South Camden, and instantly killed.

July 17.—Wm. Greer was struck by engine near Lamb's road. His foot was cut off at instep, and leg broken above the ankle.

August 15.—Wm. Murphy, aged about 70 years, was struck by engine at Millville, and slightly injured.

August 21.—John Shields, 13 years of age, was struck by engine at Iona, and instantly killed.

August 25.—John Bisley was struck by engine at South Camden, and instantly killed.

September 29.—A. Souders, while attempting to get on a moving car, at Millville, slipped and fell, and his right foot was caught, run over and badly crushed.

November 6.—Atlee Dorman (colored) was struck by engine on Line Ditch bridge, South Camden, cutting one limb off and throwing him in the stream. He was picked up at once and removed to Pennsylvania Hospital, Philadelphia, where he died next morning.

October 28.—Arthur Powell was struck by engine near Pine Grove, and instantly killed.

November 15.—Jos. D. Marcus, about 10 years of age, was struck by engine at Woodbury Park crossing, and instantly killed.

## WEST JERSEY AND ATLANTIC RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the West Jersey and Atlantic Railroad Company presents the following report for the year ending December 31st, 1882:

|  |              |
|--|--------------|
| Capital stock paid in.....   | \$552,200 00 |
| Bonded debt.....   | 500,000 00   |
| Floating debt—none.  |              |
| Actual cost of road after deducting discount on securities sold..... | 614,946 29   |

The road extends from Newfield to Atlantic City, a distance of thirty-four and fifty one-hundredths miles.

It is leased to the West Jersey Railroad Company, at an annual rental of entire income above cost of operating.

It is equipped and operated by the West Jersey Railroad Company, and the further information required by law is furnished by that company, and is annexed hereto.

State of Pennsylvania, Philadelphia County, ss.—I, John Sparhawk, a commissioner of the State of New Jersey, residing in Philadelphia, State of Pennsylvania, do certify that on the 7th day of February, 1883, in the city of Philadelphia aforesaid, personally appeared George Wood before me, and, being duly affirmed, says that he is President of the West Jersey and Atlantic Railroad Company, and that the foregoing statement is true and correct, to the best of his knowledge and belief.

GEORGE WOOD,

President of the West Jersey and Atlantic Railroad.

In witness whereof, I have hereunto set my hand and official seal. Affirmed and subscribed before me, this 12th day of February, A. D. 1883.

JOHN SPARHAWK,

A Commissioner for the State of New Jersey, residing in Philadelphia, Pa.

## RECEIPTS AND EXPENSES FOR 1882.

|   |              |
|---|--------------|
| Income from passengers.....   | \$144,861 57 |
| Income from freight.....  | 17,679 04    |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 105,132 34   |
| Dividends paid during the year 1882—none.   |              |

## ACCIDENTS.

January 20.—Geo. Nicholson was caught between a coal car and a dump, at Atlantic City, and severely squeezed across stomach and back.

February 8.—M. H. Abbott was struck in the head by step of car at Mill Siding, and severely injured.

April 20.—Geo. F. Reinboth jumped from train as it was pulling away from Atlantic City, and fell between it and the platform, and had his jaw, collar bone and right arm broken, and received a bad cut on scalp and hip, and was otherwise seriously injured.

July 26.—Chas. McCaffrey, a passenger on train, was struck by platform at English Creek station, and thrown from the train. He was picked up at once and taken to station, where he died at 9:27 A. M.

## WILLIAMSTOWN RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Williamstown Railroad Company presents the following report for the year ending December 31st, 1882:

|   |             |
|---|-------------|
| Capital stock paid in.....                              | \$30,000 00 |
| Bonded debt.....  | 250,000 00  |
| Floating debt—none.                                     |             |
| Cost of road and equipments.....                        | 146,442 00  |
| Dividends paid during the year 1882, and how paid—none. |             |

The road extends from Williamstown to Atco, a distance of nine and three-quarters miles.

## RECEIPTS AND EXPENSES FOR 1882.

|                                |             |
|--------------------------------|-------------|
| Income from passengers.....    | \$4,367 19  |
| Income from freight.....       | 10,757 99   |
| Income from other sources..... | 504 57      |
|                                | <hr/>       |
|                                | \$15,629 75 |

Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies—

|   |            |
|---|------------|
| Working road and station wages.....         | \$3,406 00 |
| Locomotive, car, and machinery repairs..... | 1,374 17   |
| Roadway repairs.....                        | 3,165 55   |
| Fuel, waste, and miscellaneous.....         | 4,436 14   |
| Extra repairs, bridges, &c.....             | 3,359 19   |
|   | <hr/>      |
|   | 15,742 05  |

State of New Jersey, Mercer County, ss.—John F. Bodine, being duly sworn, on his oath says that he is President of the Williamstown Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

JOHN F. BODINE.

Sworn and subscribed before me this 13th day of February, A. D. 1883.

JOHN C. BELDEN,  
Notary Public.



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# REPORTS OF HORSE RAILROAD COMPANIES.

## CAMDEN HORSE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Camden Horse Railroad Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                                      | \$50,000 00  |
| Bonded debt.....  | 45,000 00    |
| Floating debt.....  | 7,500 00     |
|   | <hr/>        |
|   | \$102,500 00 |
| Cost of road and equipments.....                                | 121,641 09   |
| Dividends paid during the year 1882, and how paid—no dividends. |              |

The road extends through the streets of the city of Camden, a distance of nine miles.

### RECEIPTS AND EXPENSES FOR 1882.

|   |   |             |
|---|---|-------------|
| Income from passengers.....   | } | \$53,680 98 |
| Income from freight.....  |   |             |
| Income from other sources.....  |   |             |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... |   | 49,818 48   |

State of New Jersey, ss.—Thomas A. Wilson, being duly sworn, on his oath says that he is President of the Camden Horse Railroad Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

THOS. A. WILSON,  
President.

Sworn and subscribed before me, this 5th day of January, 1883.

JOHN HOOD,  
M. C. C.

## CITY RAILWAY COMPANY, TRENTON, N. J.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, Charles Y. Bamford, Treasurer of company, presents the following report for the year ending December 31st, 1882:

|   |             |
|---|-------------|
| Capital stock paid in.....                              | \$42,750 00 |
| Bonded debt.....  | 37,000 00   |
| Floating debt.....                                      | 12,728 15   |
| Cost of road and equipments.....                        | 88,989 77   |
| Dividends paid during the year 1882, and how paid—none. |             |

The road extends from Millham to Chambersburg, a distance of three (3) miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$31,211 40 |
| Income from advertising.....  | 165 38      |
| Income from other sources.....  | 754 65      |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 36,287 46   |

State of New Jersey, Mercer County, ss.—Charles Y. Bamford, being duly sworn, on his oath says that he is Treasurer of the City Railway Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

CHAS. Y. BAMFORD.

Sworn and subscribed before me, this 12th day of January, A. D. 1883.

BENJ. VAN CLEVE,

Commissioner.

## ELIZABETH AND NEWARK HORSE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Elizabeth and Newark Horse Railroad Company presents the following report for the year ending December 31st, 1882:

|  |              |
|--|--------------|
| Capital stock paid in.....                                     | \$232,725 00 |
| Bonded debt—none.  |              |
| Mortgages and bills payable.....                               | 13,400 00    |
|  | <hr/>        |
|  | \$246,125 00 |
| Cost of road and equipments.....                               | 253,182 98   |
| Dividends paid during the year 1882, and how paid—in cash..... | 6,981 75     |

The road extends from the Elizabethport depot of the Central Railroad of New Jersey, to Lyons Farms and Waverly Fair Grounds, and from Miller street, Newark, to the Paterson depot of Erie Railway, Newark, in total a distance of ten miles and one thousand three hundred and twenty-two feet.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |
|---|-------------|
| Income from passengers.....   | \$41,322 60 |
| Income from other sources.....  | 294 19      |
|   | <hr/>       |
|   | \$41,616 79 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 30,598 62   |
|   | <hr/>       |
|   | \$11,018 17 |

State of New Jersey, Union County, ss.—Jacob Davis, being duly sworn, on his oath says that he is President of the Elizabeth and Newark Horse Railroad Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true to the best of his knowledge and belief.

JACOB DAVIS,  
President.

Sworn and subscribed before me, this 12th day of January, A. D. 1883.

G. S. DAVIS,  
Notary Public.

ACCIDENTS.

May 29.—A child named Lilly Ebbe, injured by a moving car while crossing the track, on Elizabeth avenue, Elizabeth, N. J. P. D. Fox, driver.

# NEWARK AND BLOOMFIELD STREET RAILWAY COMPANY.

## *To the Comptroller of the State of New Jersey:*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and Bloomfield Street Railway Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                              | \$177,000 00 |
| Bonded debt.....  | 88,500 00    |
| Floating debt, bond and mortgage.....                   | 4,000 00     |
|   | <hr/>        |
|   | \$269,500 00 |
| Cost of road and equipments.....                        | 276,500 00   |
| Dividends paid during the year 1882, and how paid—none. |              |

The road extends from Newark to Bloomfield, a distance of five miles and six hundred and seventy-one feet.

## RECEIPTS AND EXPENSES FOR 1882.

|   |             |             |
|---|-------------|-------------|
| Income from passengers.....   | \$88,832 78 |             |
| Income from other sources.....  | 3,681 66    |             |
|   | <hr/>       | \$92,514 44 |
| Expenditures during the year for working road, including<br>repairs, maintenance of way, motive power and con-<br>tingencies..... | 89,397 75   |             |
| Cash on hand.....   | 3,116 69    |             |
|   | <hr/>       | \$92,514 44 |

State of New Jersey, Essex County, ss.—S. S. Battin, being duly sworn, on his oath says that he is President of the Newark and Bloomfield Street Railway Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

S. S. BATTIN,  
President.

Sworn and subscribed before me, this 3d day of February, A. D. 1883.

J. LOUIS SEARING,  
Notary Public.

# NEWARK AND IRVINGTON STREET RAILWAY COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Newark and Irvington Street Railway Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                              | \$100,000 00 |
| Bonded debt.....  | 50,000 00    |
| Floating debt.....                                      | 21,000 00    |
|   | <hr/>        |
|   | \$171,000 00 |
| Cost of road and equipments.....                        | 194,000 00   |
| Dividends paid during the year 1882, and how paid—none. |              |

The road extends from Newark to Irvington, a distance of three and fifty one-hundredths miles, double track.

## RECEIPTS AND EXPENSES FOR 1882.

|  |             |             |
|--|-------------|-------------|
| Income from passengers.....  | \$72,239 13 |             |
| Income from other sources.....   | 2,024 35    |             |
|  | <hr/>       | \$74,263 48 |
| Expenditures during the year for working road, including<br>repairs, maintenance of way, motive power and con-<br>tingencies ..... | \$72,628 29 |             |
| Cash on hand.....  | 1,635 19    |             |
|  | <hr/>       | 74,263 48   |

State of New Jersey, Essex County, ss.—S. S. Battin, being duly sworn, on his oath says that he is President of the Newark and Irvington Street Railway Company, and that the foregoing statement is correct and true, to the best of his knowledge and belief.

S. S. BATTIN,  
President.

Sworn and subscribed before me, this 3d day of February, A. D. 1883.

J. LOUIS SEARING,  
Notary Public.



## ORANGE AND NEWARK HORSE CAR RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Orange and Newark Horse Car Railroad Company presents the following report for the year ending December 31st, 1882:

|   |              |
|---|--------------|
| Capital stock paid in.....                                    | \$281,800 00 |
| Bonded debt—Orange and Newark Horse Car Railroad Company..... | 696,500 00   |
| Belleville and Newark Horse Car Railroad Company.....         | 200,000 00   |
| Floating debt—none.   |              |
| Bond and mortgage on real estate.....                         | 17,000 00    |
| Cost of road and equipments.....                              | 1,055,967 75 |
| Dividends paid during the year 1882, and how paid—none.       |              |
| Interest on funded debt.....                                  | 59,790 00    |
| Interest on bond and mortgage on real estate.....             | 1,110 00     |
| Bond and mortgage paid.....                                   | 3,000 00     |

The road extends from Newark to Orange, with branch lines on Broad and Market streets (Newark), and to Belleville, a distance of thirteen and twenty-nine one-hundredths miles.

## RECEIPTS AND EXPENSES FOR 1882.

|   |              |
|---|--------------|
| Income from passengers and tolls.....   | \$255,336 71 |
| Expenditures during the year for working road, including repairs, maintenance of way, motive power and contingencies..... | 189,241 62   |

State of New Jersey, Essex County, ss.—W. H. Baldwin, being duly sworn, on his oath says that he is President of the Orange and Newark Horse Car Railway Company, and that the foregoing statement, and the annexed statement of accidents on the said road during the year 1882, are correct and true, to the best of his knowledge and belief.

W. H. BALDWIN.

Sworn and subscribed before me, this 12th day of February, A. D. 1883.

H. FREEMAN NEEFUS,

Notary Public.

## ACCIDENTS.

December 23.—Frank Barnes, of Belleville, fell from car No. 6, Belleville line, at Woodside, breaking his right leg at the ankle. Walter Platt, conductor; Andrew Garrison, driver.

January 21.—James Reilly, cut over the eye, on Market street car, No. 2, by car sliding down grade. Rowland, driver.

September 30.—Willie Conlon stepped from car No. 20, Broad street line, while in motion, and broke left ankle. Hodge, conductor.

## TRENTON HORSE RAILROAD COMPANY.

*To the Comptroller of the State of New Jersey :*

In obedience to a law of the State of New Jersey, approved March 27th, 1874, (Revision, p. 916,) requiring annual reports to be made to the Legislature and transmitted to the Comptroller, by the railroad companies of the State, the Trenton Horse Railroad Company, Trenton, N. J., presents the following report for the year ending December 31st, 1882:

|                              |             |
|------------------------------|-------------|
| Capital stock paid in.....   | \$36,100 00 |
| Bonded debt.....             | 15,000 00   |
|                              | <hr/>       |
|                              | \$51,100 00 |
| Cost of road and equipments— |             |
| Construction.....            | \$34,309 67 |
| Equipment .....              | 10,617 87   |
|                              | <hr/>       |
|                              | \$44,927 54 |

The road extends from Prospect street to P. R. R. station, Trenton, N. J., a distance of one and five-eighths miles.

## RECEIPTS AND EXPENSES FOR 1882.

|  |             |
|--|-------------|
| Income from passengers.....  | \$11,861 99 |
| Income from freight.....   | 2,539 63    |
| Income from other sources.....   | 324 08      |
|  | <hr/>       |
|  | \$14,725 70 |
| Expenditures during the year for working road, including repairs, main-<br>tenance of way, motive power and contingencies..... | 14,028 08   |

## REMARKS.

Passengers carried during 1882, 266,410.

Equipment—7 cars, 21 horses.

Owned and operated by Pennsylvania Railroad Company.

State of New Jersey, Mercer County, ss.—Lewis Perrine, Jr., being duly sworn, on his oath says that he is Secretary of the Trenton Horse Railroad Company, Trenton, N. J., and that the foregoing statement is correct and true, to the best of his knowledge and belief.

LEWIS PERRINE, JR.

Sworn and subscribed before me, this 15th day of January, A. D. 1883.

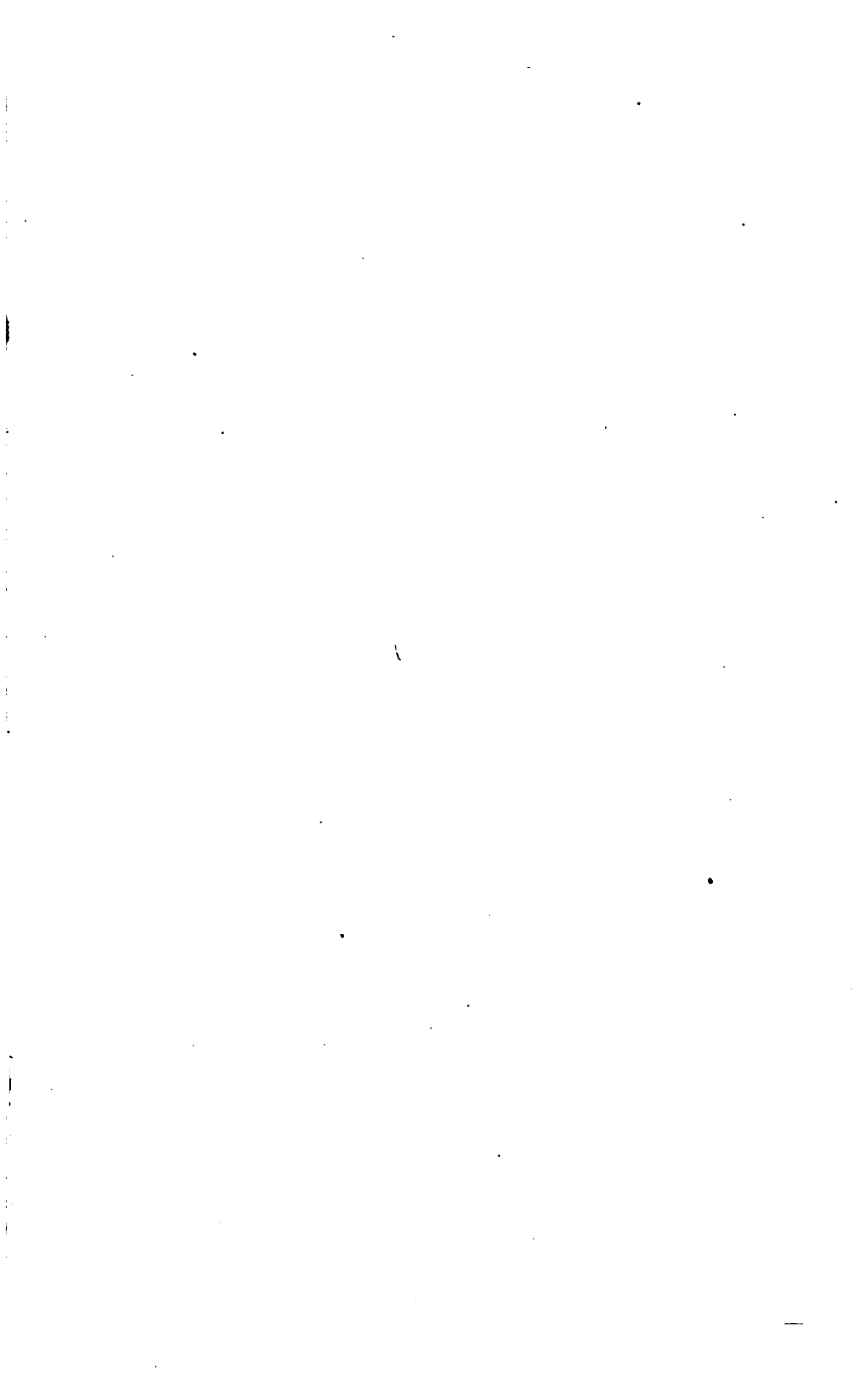
R. S. WOODRUFF,

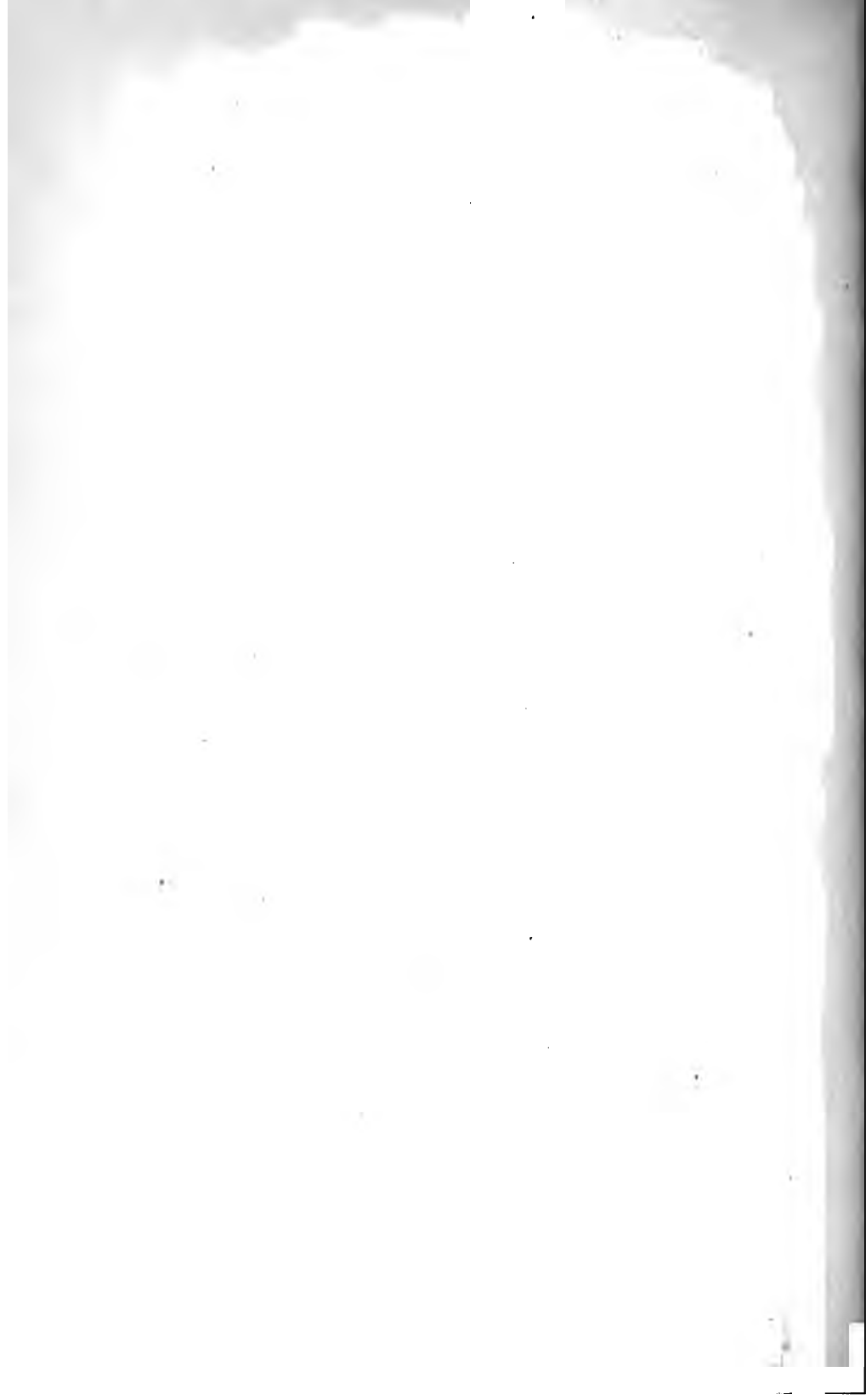
M. C. C.

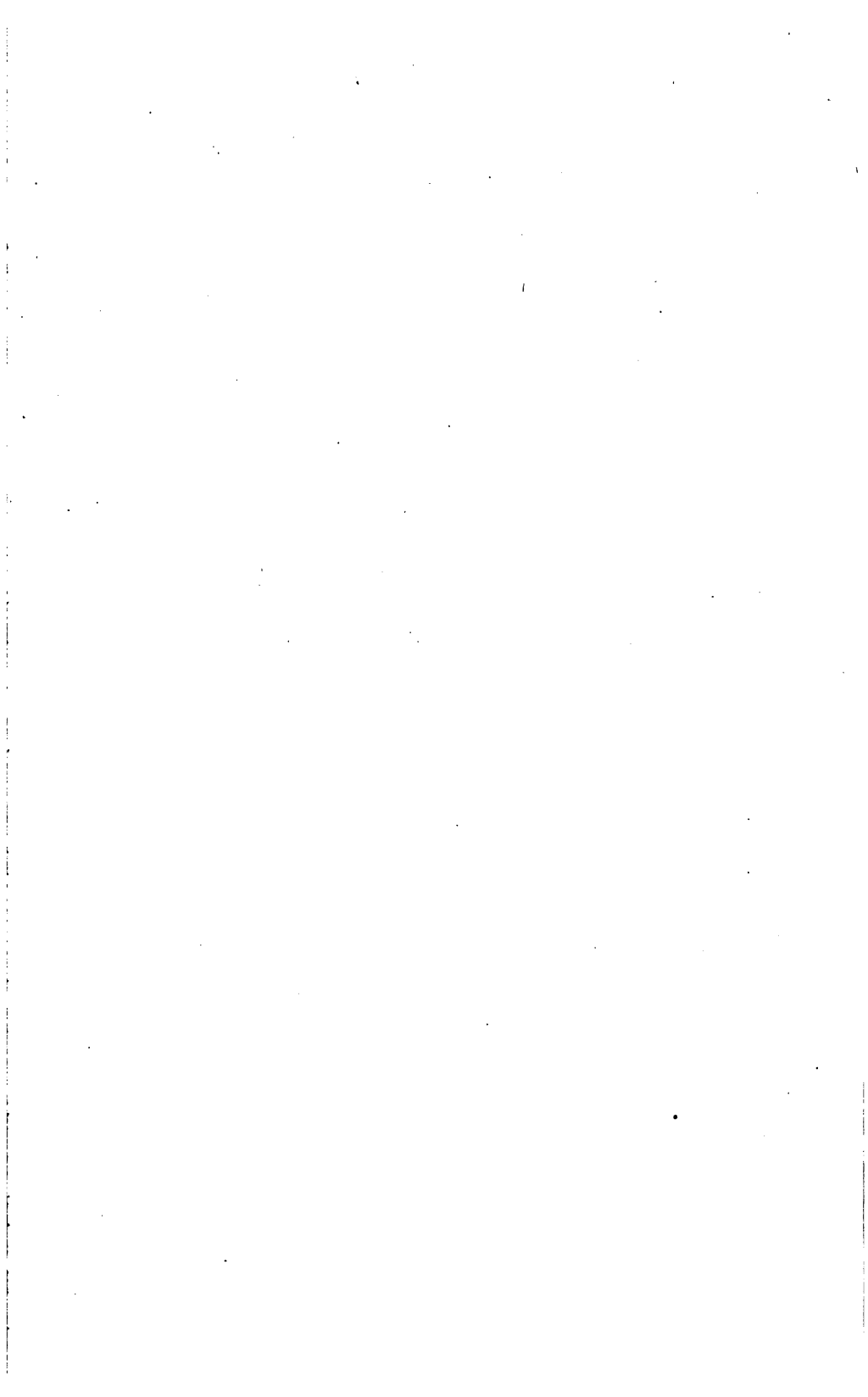
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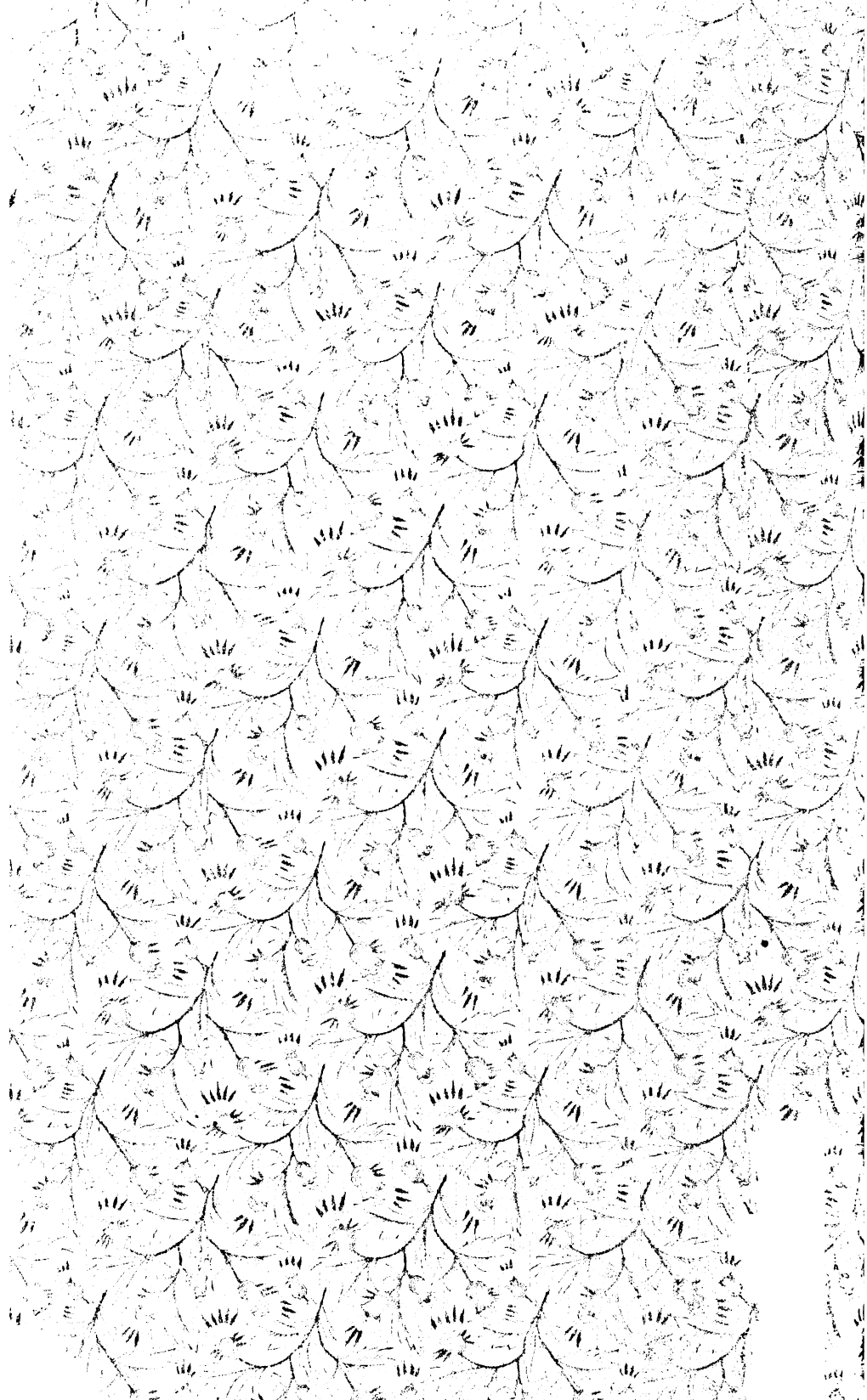
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